



PRISMA

BUILDING INSTRUCTIONS

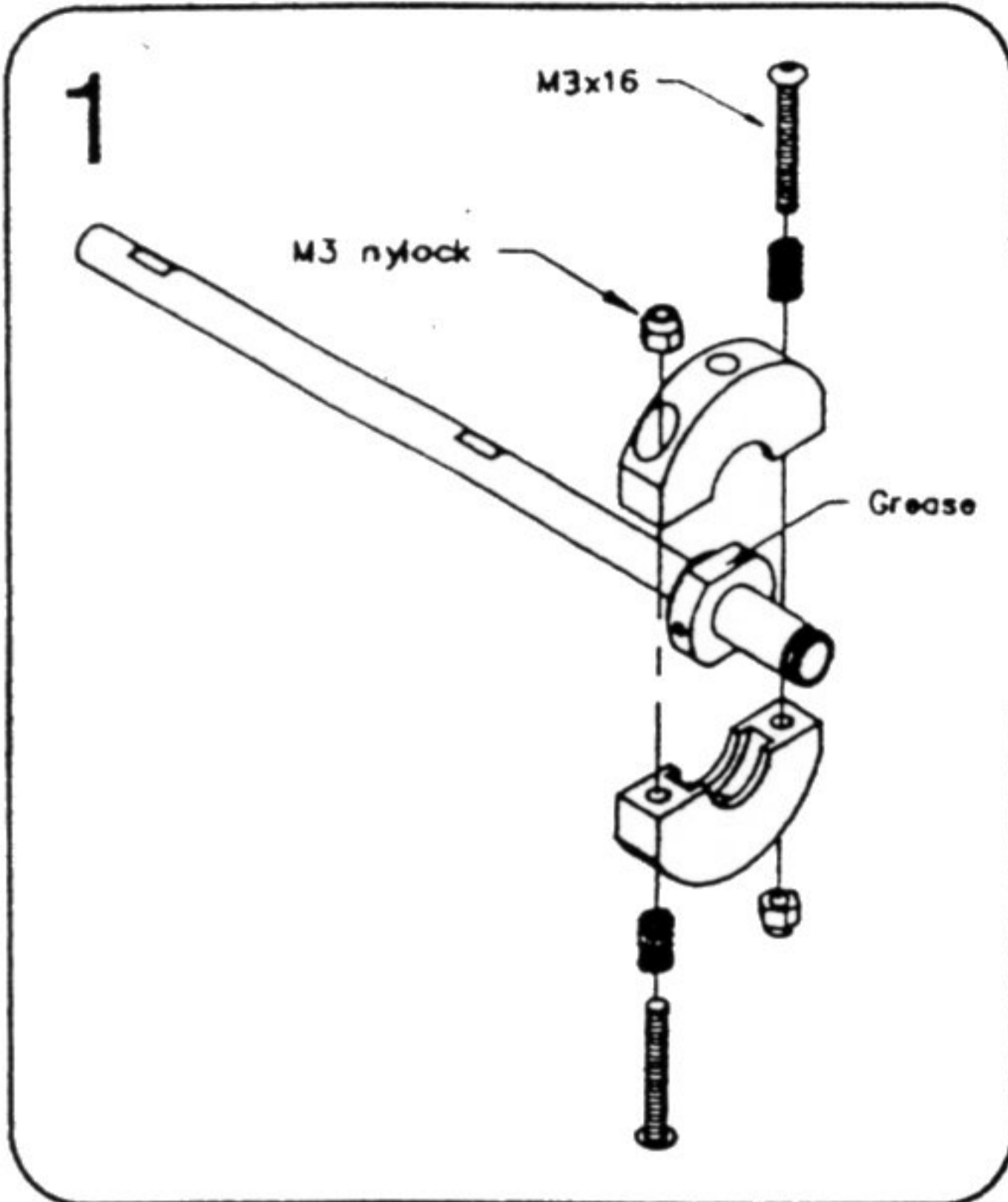
PRISMA

Thank you for your choice of PRISMA. This Thermic car 2 wheel drive at 1/10 scale had been made with important quality for obtain a perfect result in high competition.

The building instruction is the more complete than possible and we suggest you to open each bag of spare parts like indicated for a more easy building.

PARSEC MICRO RACING
Jacques ESPIE

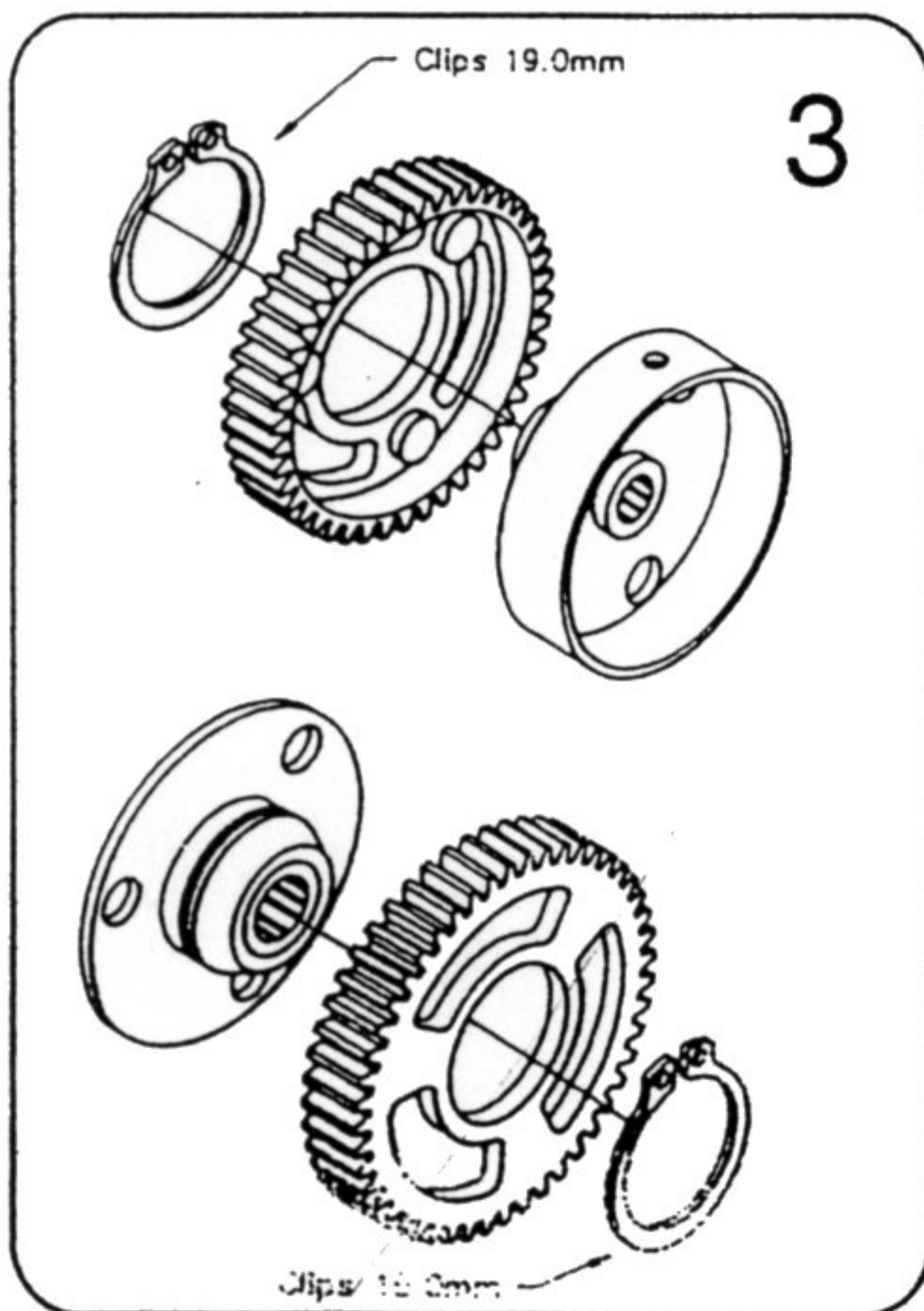
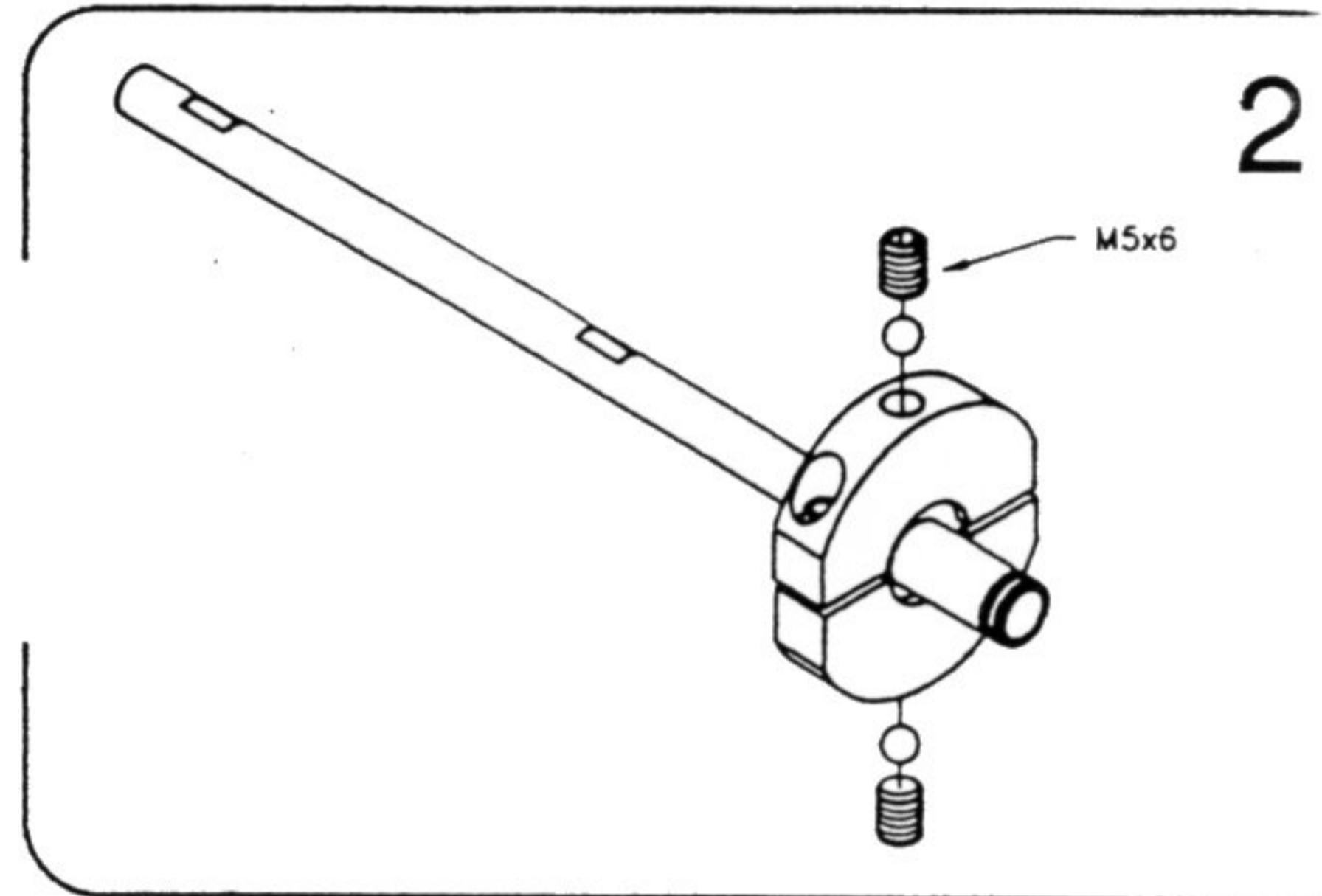
AUTOMATIC 2-SPEED GEARBOX ASSEMBLY



Locate and open bag Nr. 1

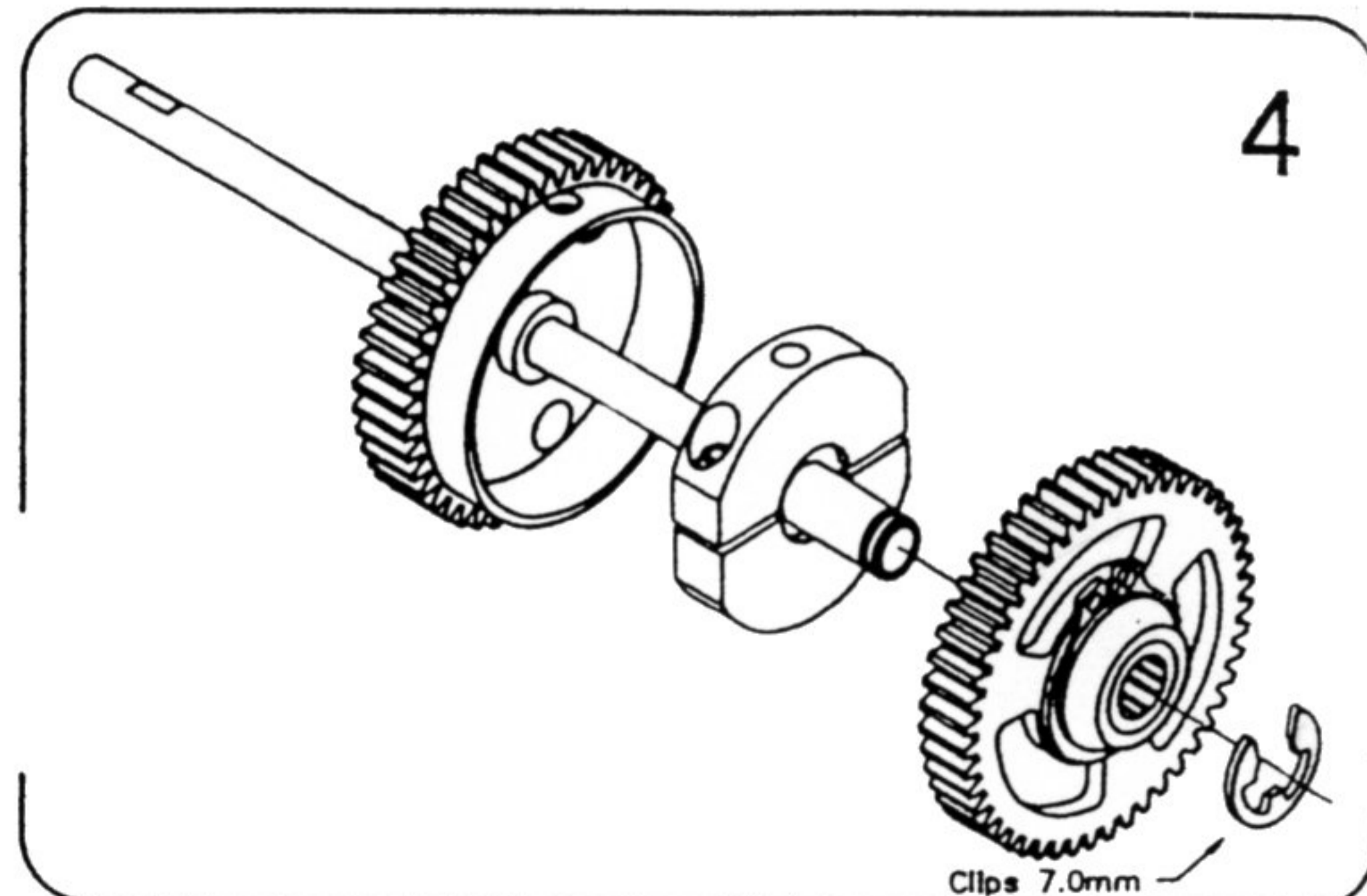
Insert the two M3 nylock nuts in the clutchshoes. Apply a little grease on the flat parts of the adaptor.
Put the clutchshoes together with the M3x16 screws and coilsprings.
Turn the screw, until the end of the screw just exits the M3 nylock nut, like this the gearbox is set on a good average shiftpoint.

Insert the 4mm ball followed by the M3x6 hex. set screw.
Adjust the screws until the clutchshoes just starts to lift.



Assemble the 47T gear on the clutch-house and the 51T gear on the drive flange and secure with the 20mm clips.

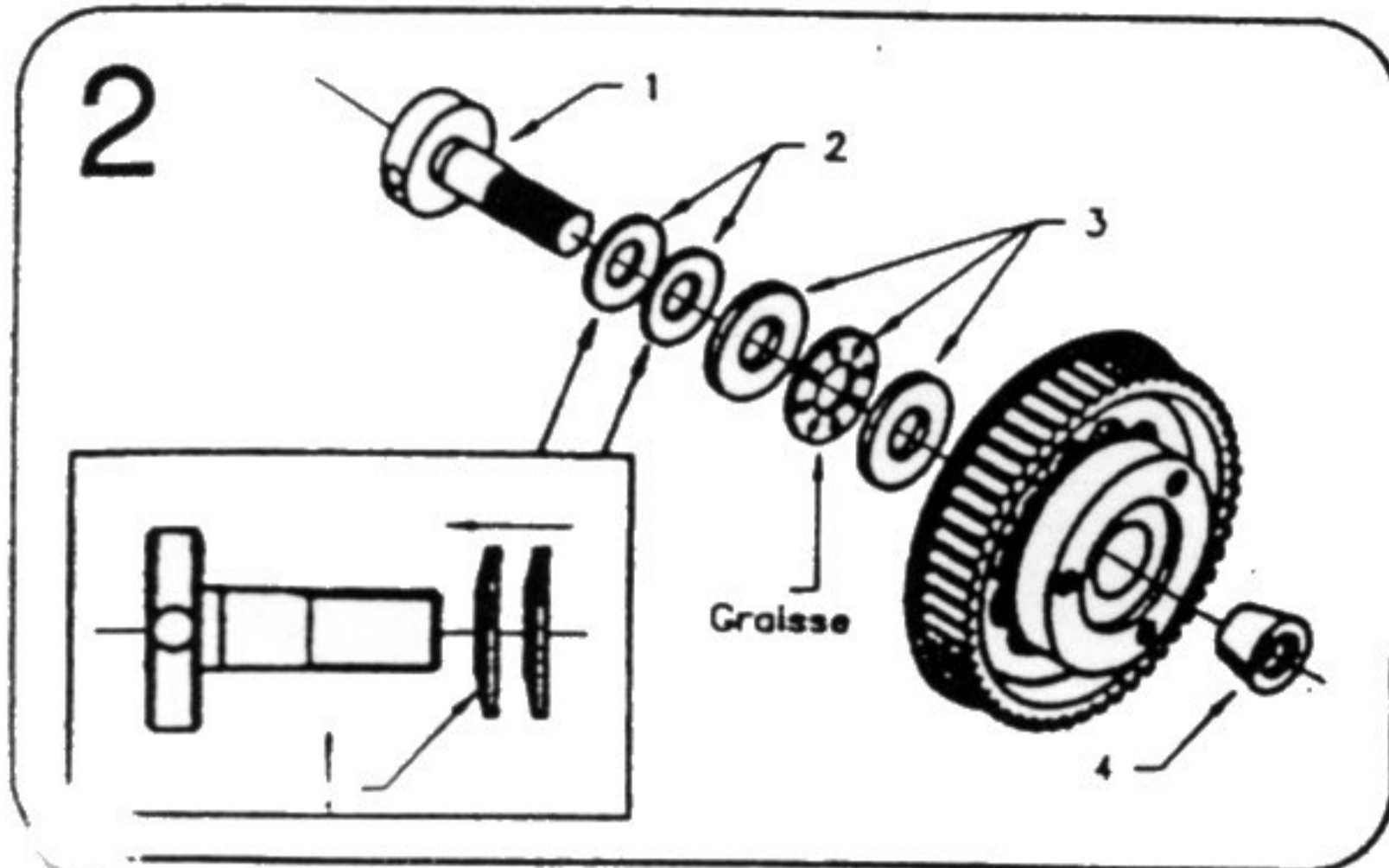
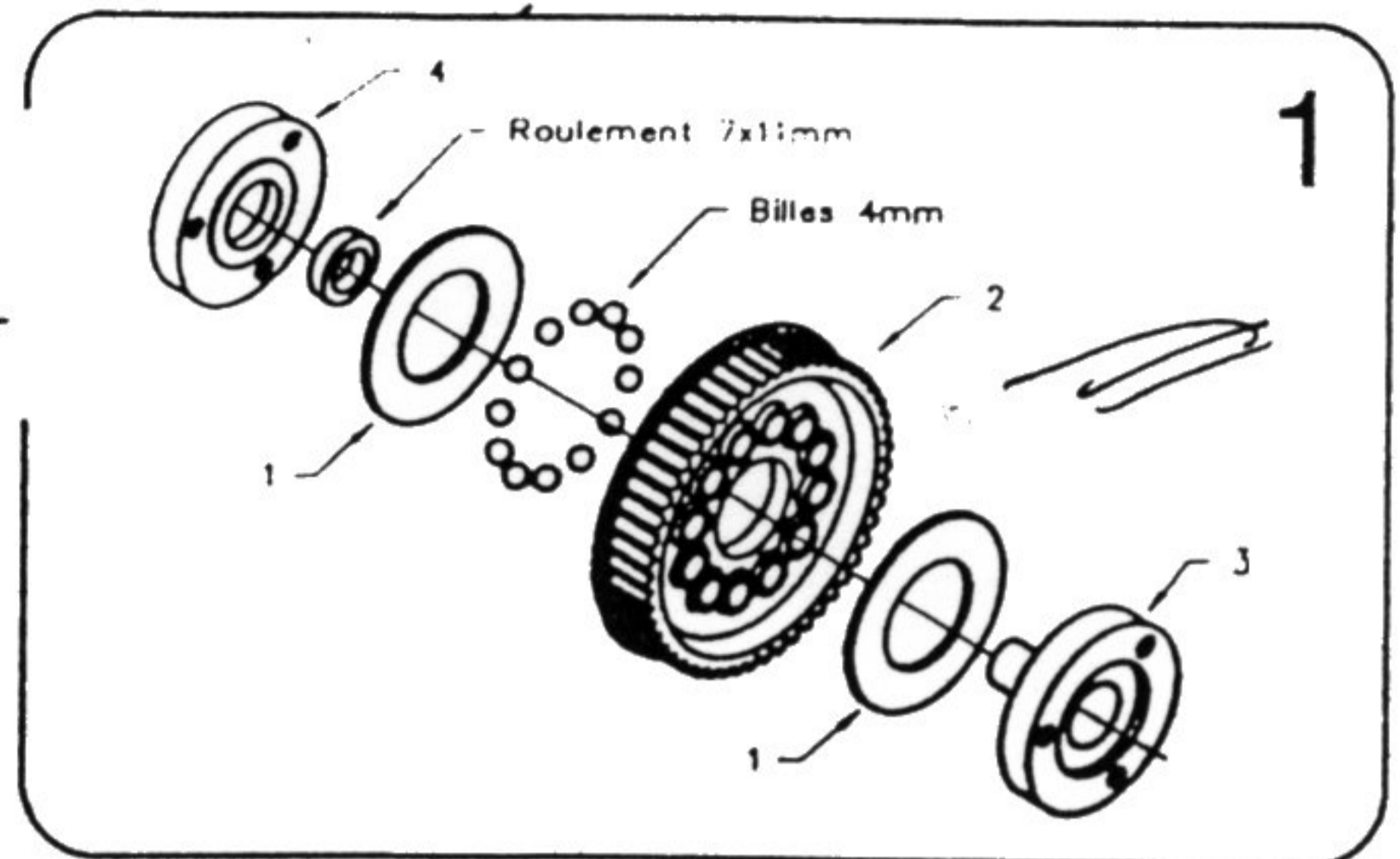
Finish the 2-speed gearbox by sliding the clutch-house over the clutchshoes and the drive-flange over the adaptor and secure with 7mm C-clips.



ADJUSTABLE BALL DIFFERENTIAL ASSEMBLAGE

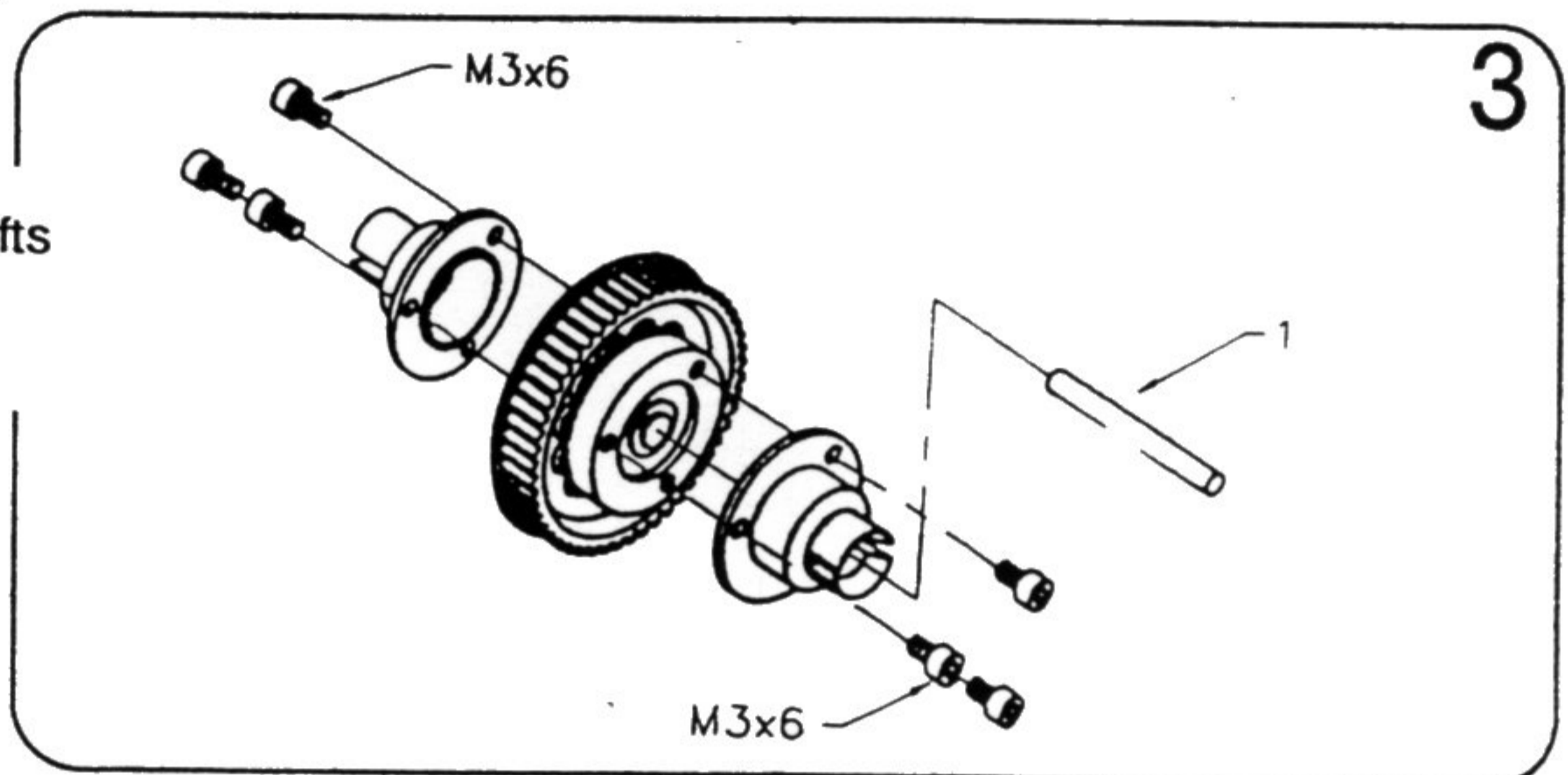
open bag Nr. 2

Clean the two discs(1) and flanges(3+4) before you assemble, put a little grease in the big hole of the 52T diffpully(2) and the holes of the diff-balls.



Slide the two disc springs(2) on the difadjustment bolt(1), grease the thrust-bearing(3) and assemble the rest by turning the bolt by hand until you can no more. The conical nut(4) wil automatically prevent the bolt from loosening when there is sufficient load.

Assemble the two steel drive shafts with the M3x6 hex. socket screws and insert the plastic insert(1).



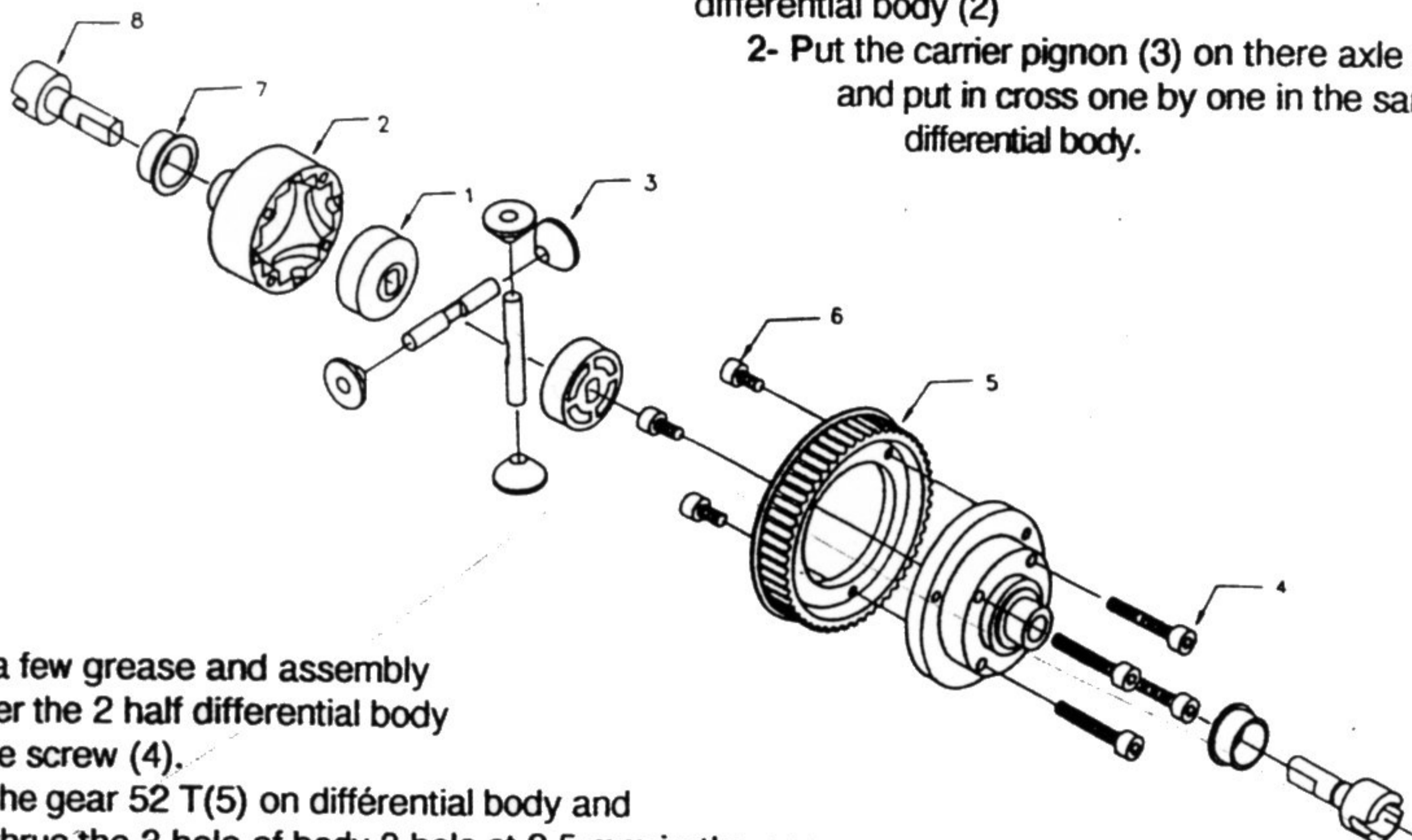
PIGNON DIFFERENTIAL ASSEMBLAGE

1-Put a grease on side gear (1) and put this in each half differential body (2)

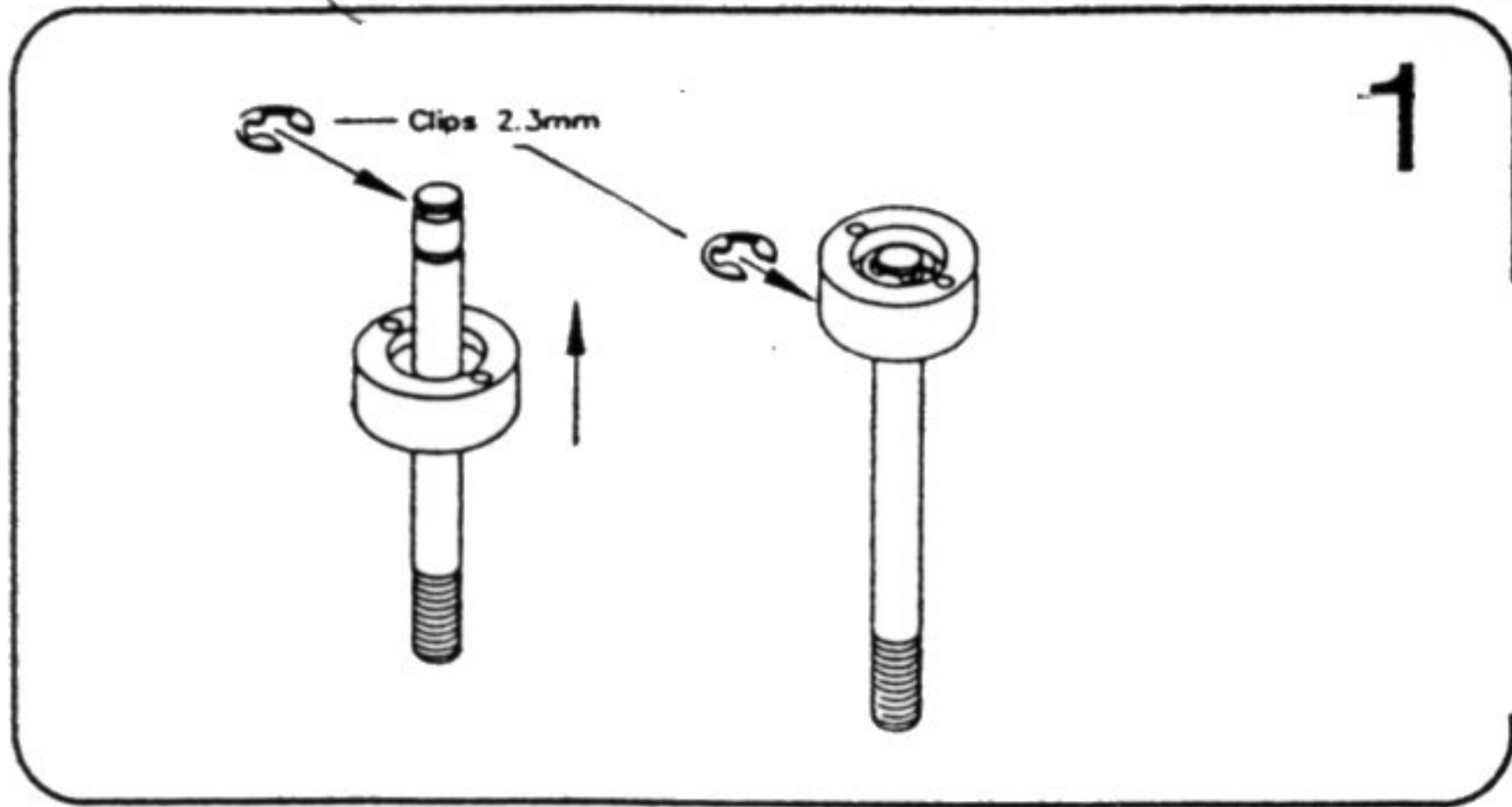
2- Put the carrier pignon (3) on there axle with grease and put in cross one by one in the same half differential body.

3-Put a few grease and assembly together the 2 half differential body with the screw (4).

4-Put the gear 52 T(5) on différential body and make thru the 3 hole of body,3 hole at 2,5 mm in the gear. Fixed this with the screw (6).Put the ring on each side body and grease on drive axle nut and slide in each hole.



SHOCKABSORBER ASSEMBLAGE



1

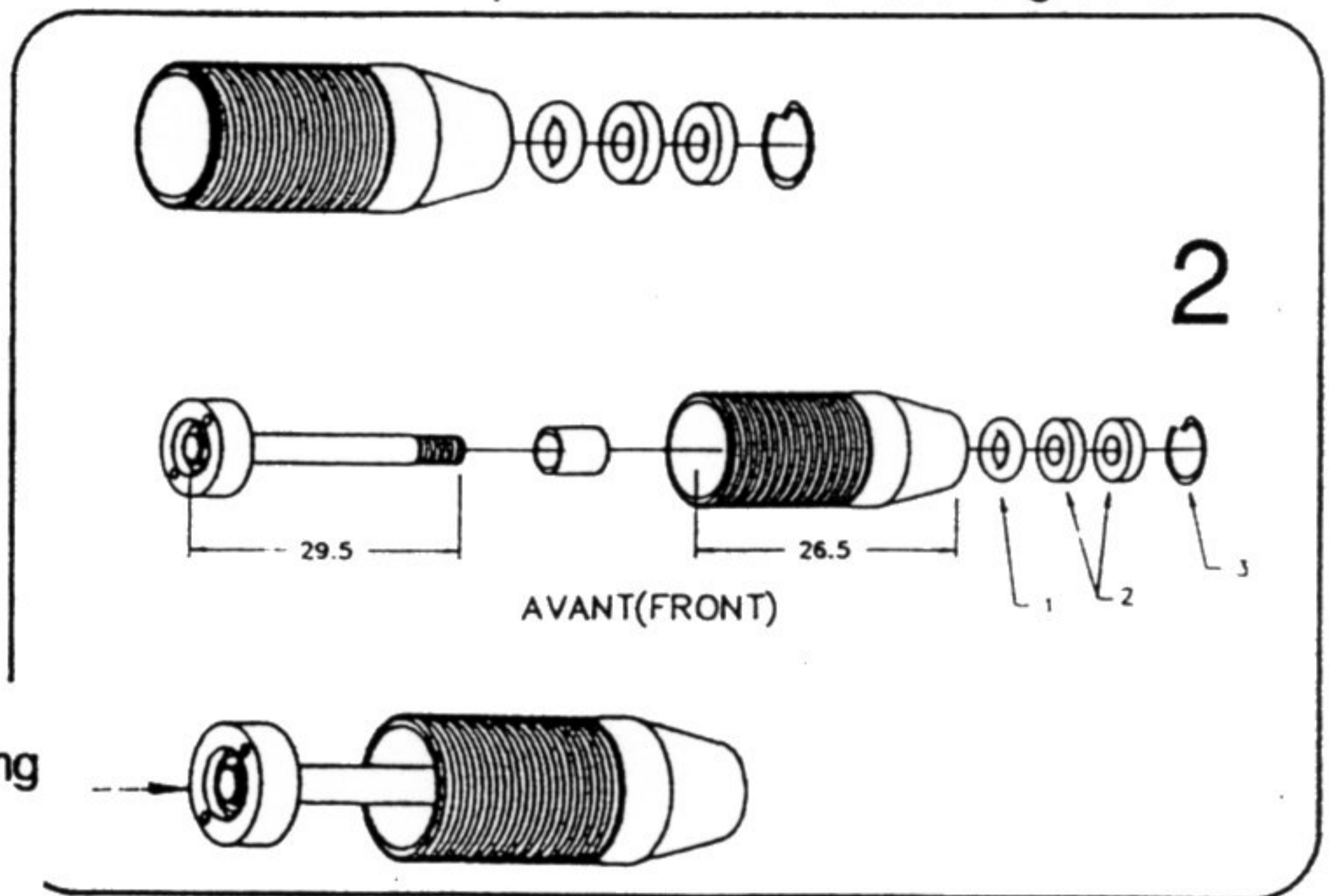
open bag Nr.3

1-Insert the C-clips 2.3mm in the first groove of the piston-rod. Slide the piston (1-hole for heavy damping, 3-holes for light damping) over the piston-rod and secure the piston with another C-clips 2.3mm in the second groove.

2-Insert (rear-shockabsorbers) silicone o-ring(1) into the shockabsorber-body, followed by the 2 guiding-washers(2). Secure the washer with the retainer-spring(3), take care the spring is seated properly in the groove.

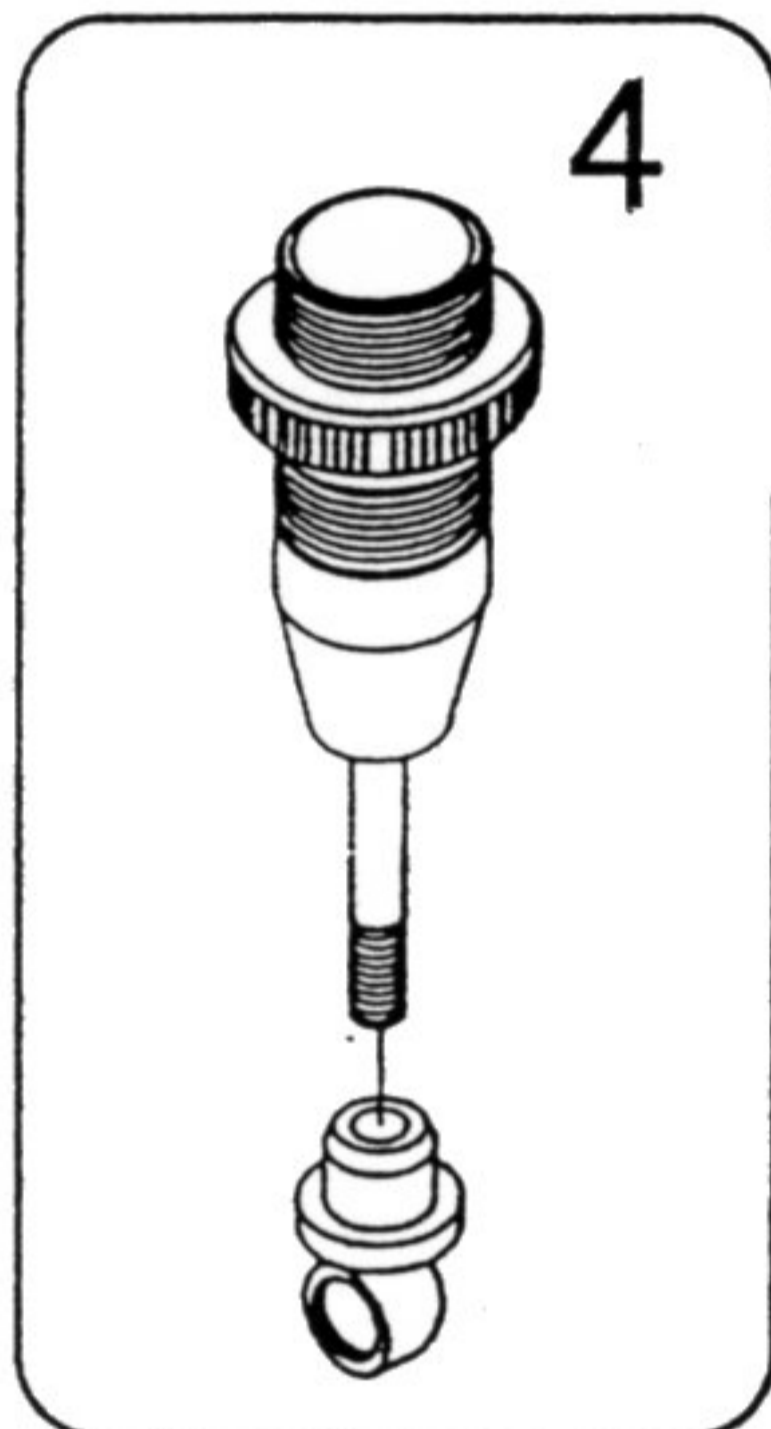
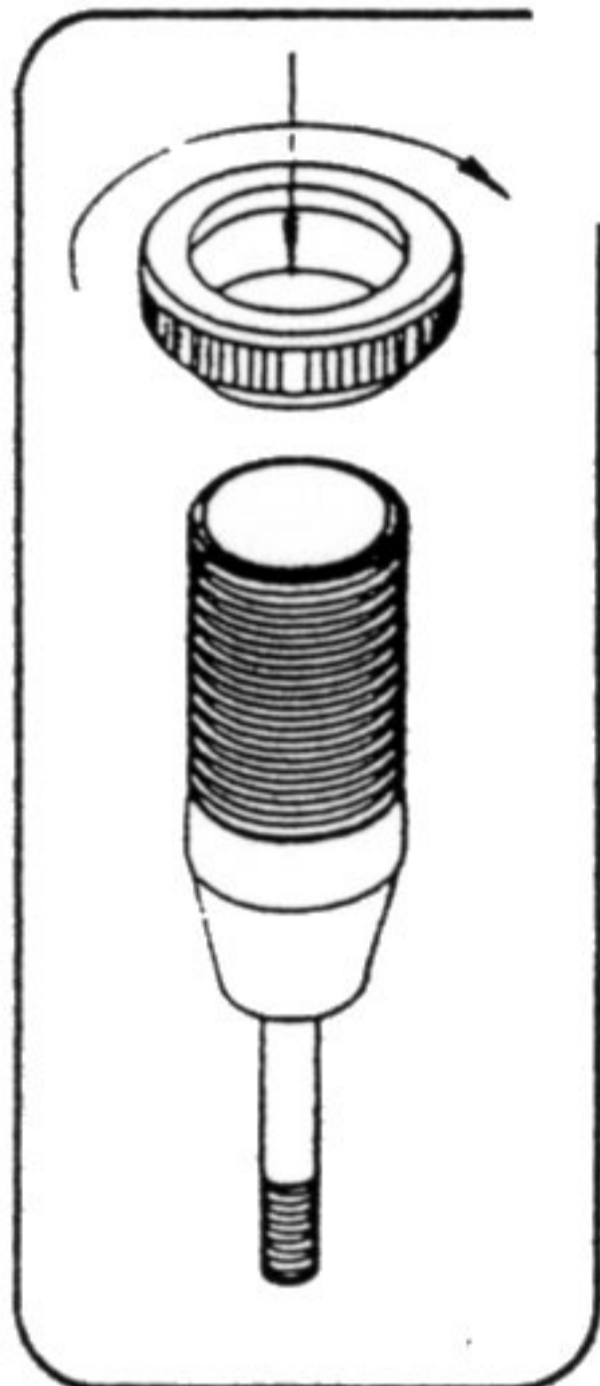
Repeat the same for front-shockabsorbers, with also 2 guiding-washers(2).

Put a little shockabsorber-oil on the end of the piston-axes and only for the front schockabsorber put the limited mooving ring(4) insert the rod gently in the shockabsorber-body, be carefull not to damage the o-rings and it's preferable to turn slowly like for scew.

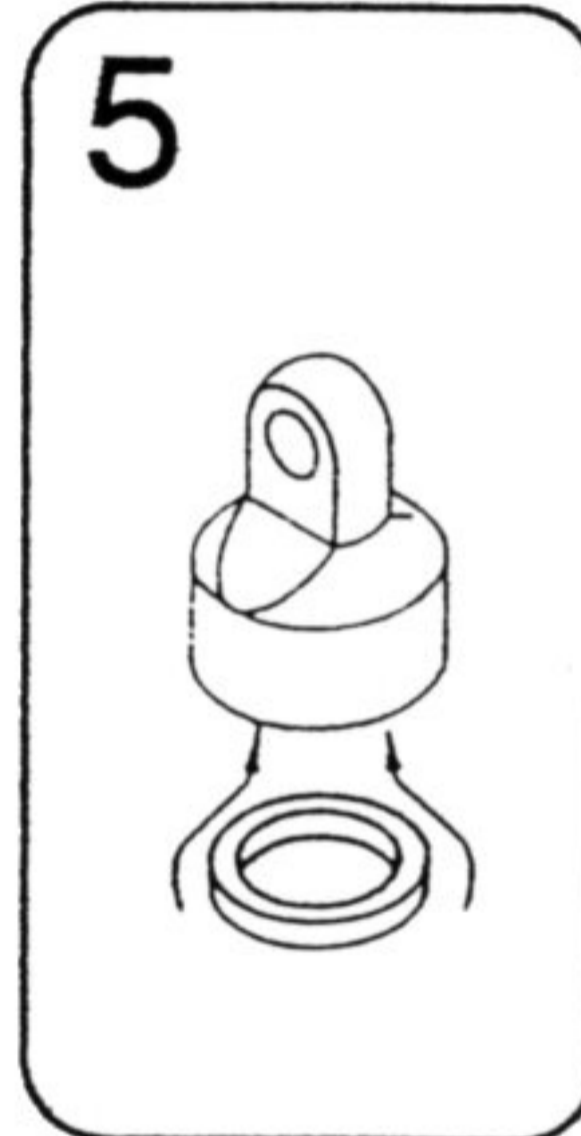


2

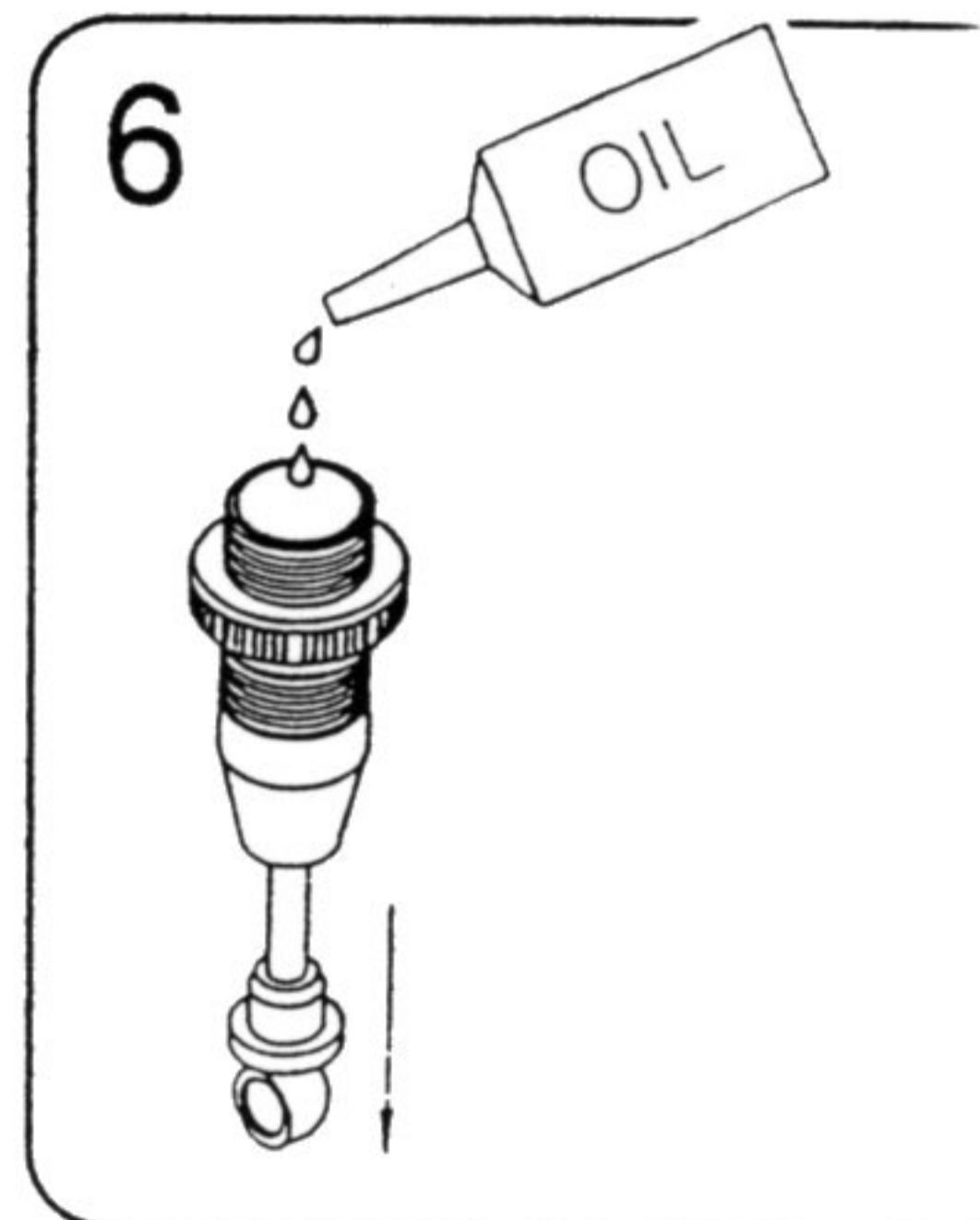
3-Turn the springtensioner on the shockabsorber- body.



4-Screw the piston-axle of the shockabsorbers into the piston-axle of the the balljoint(2). Be carefull not to damage the piston- rod.

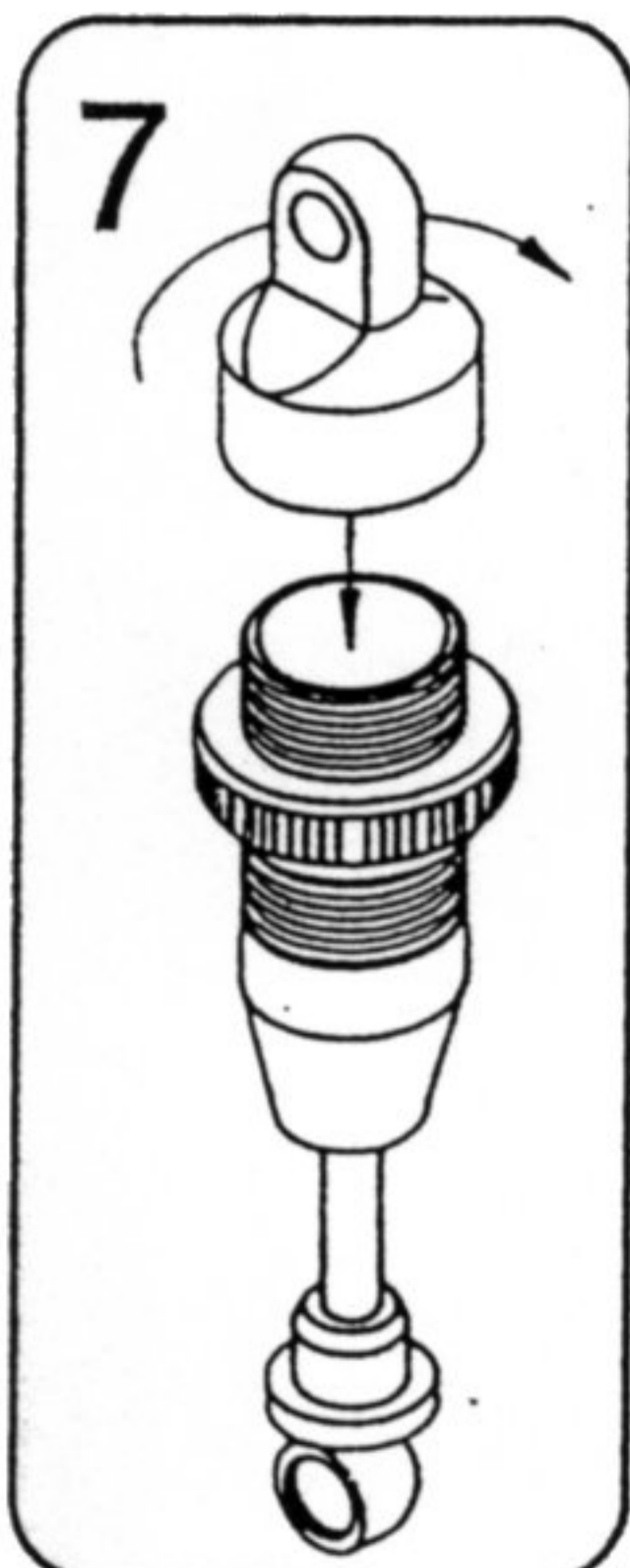


5-Insert the compensation-membrane in the shockabsorber-cap.

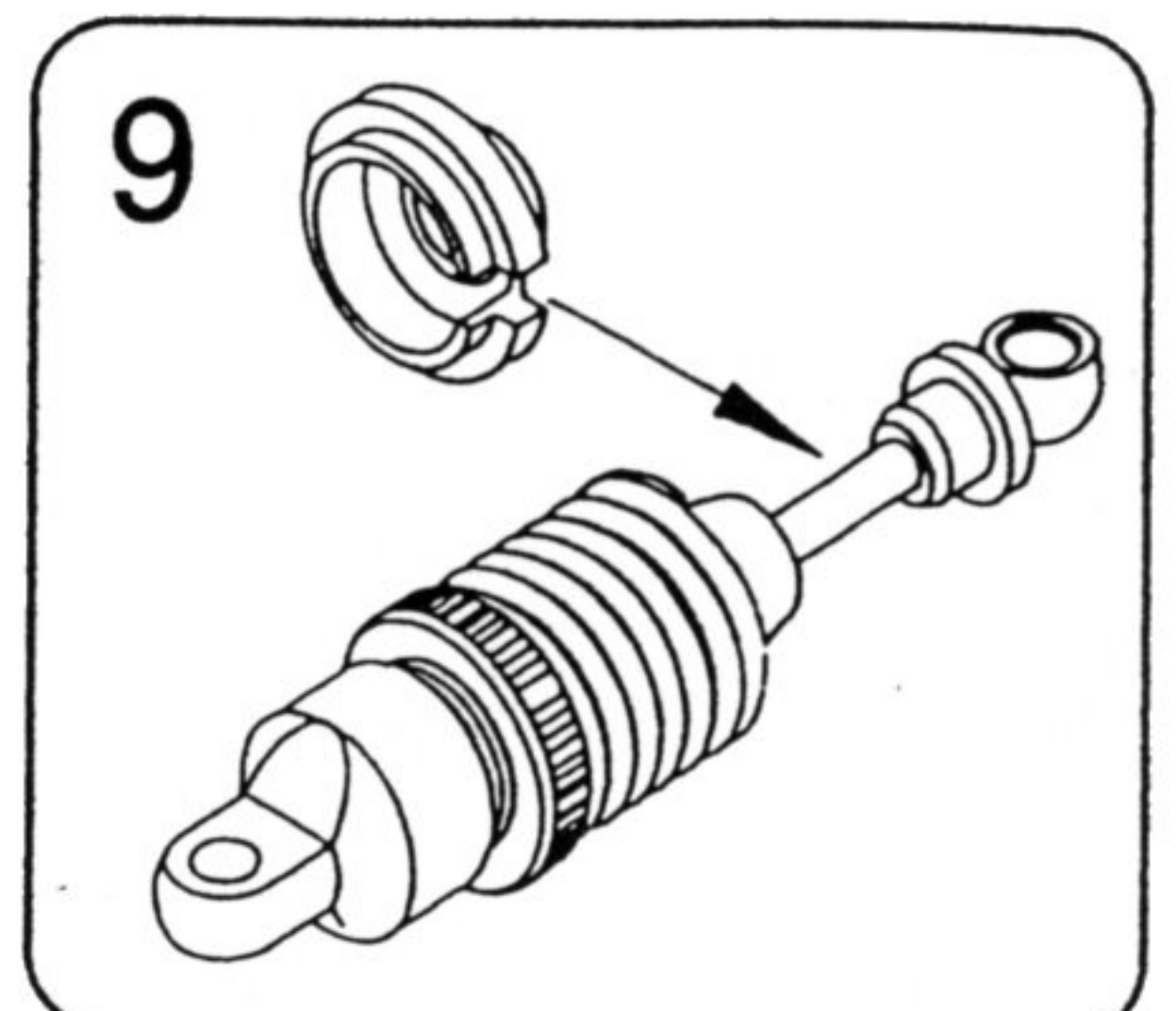
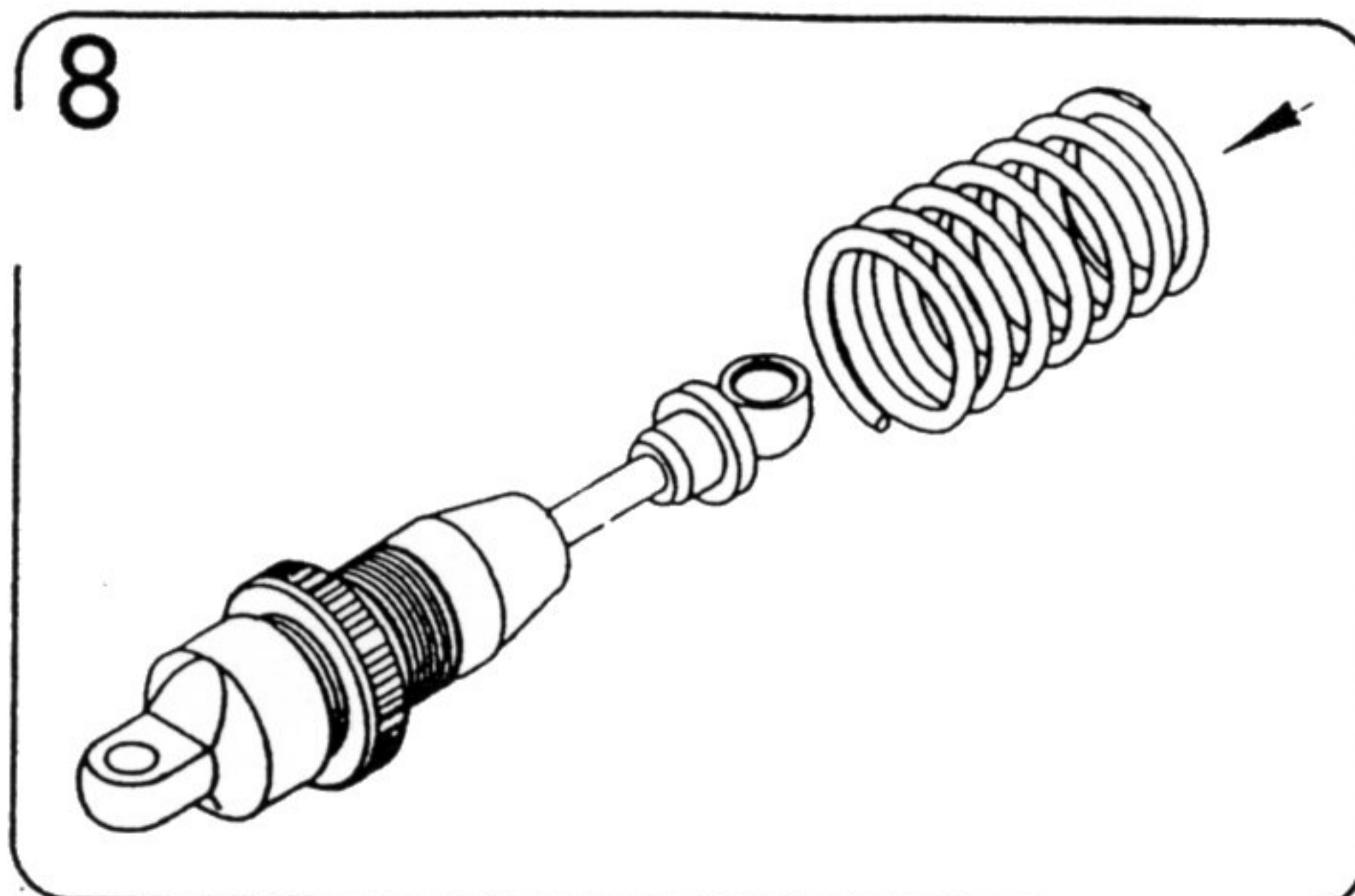


6-Fill the cilinder with oil, move the piston- rod gently up and down untill all air has escaped. Set the piston-rod in the bottom-position and add oil just untill the end of the cilinder.

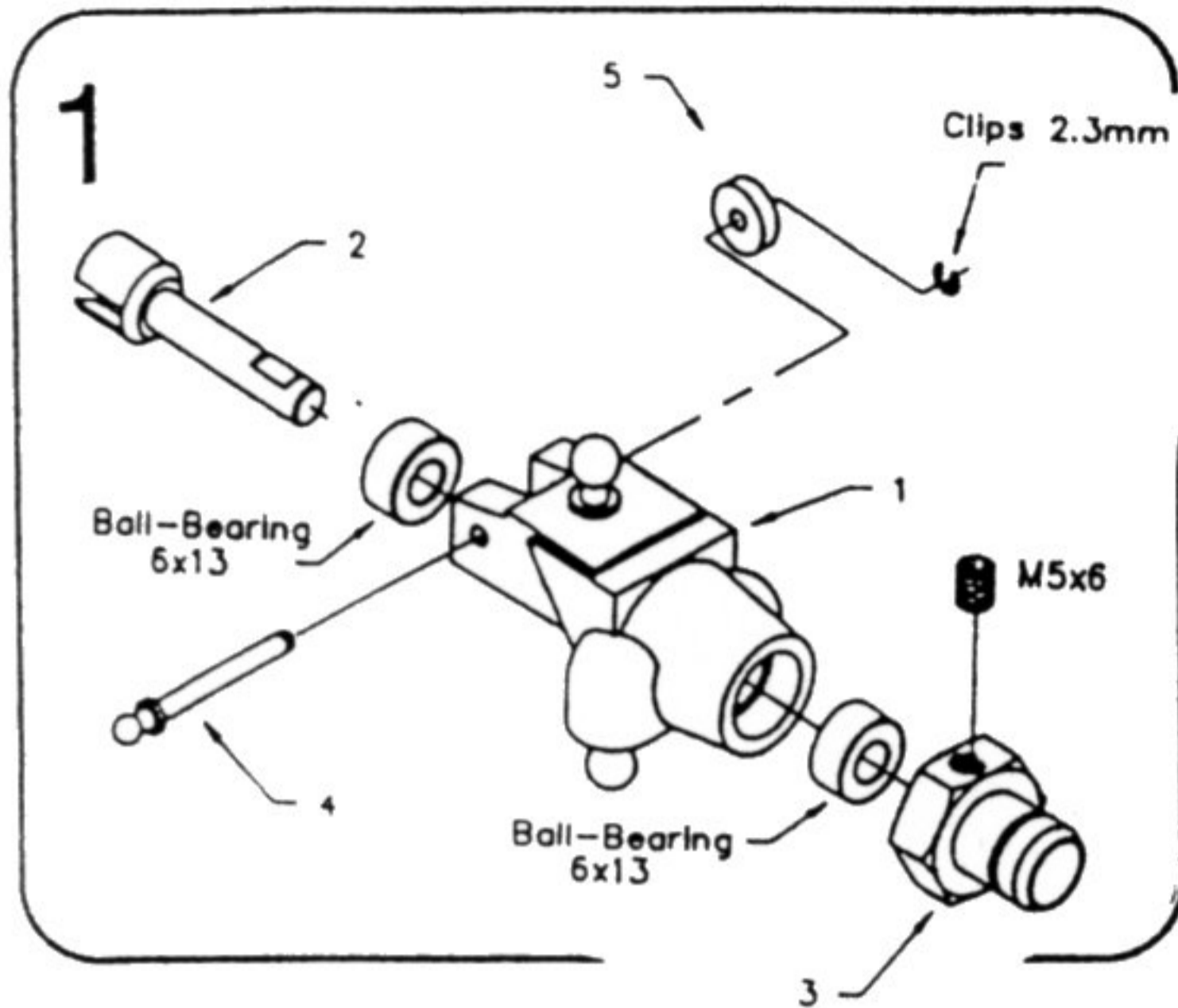
7-Turn the shockabsorber-cap slowly on the shockabsorber-body to allow accesive air and oil to escape.



8-9 Assemble the rest of the shockabsorber by adding the spring and after the spring-support.



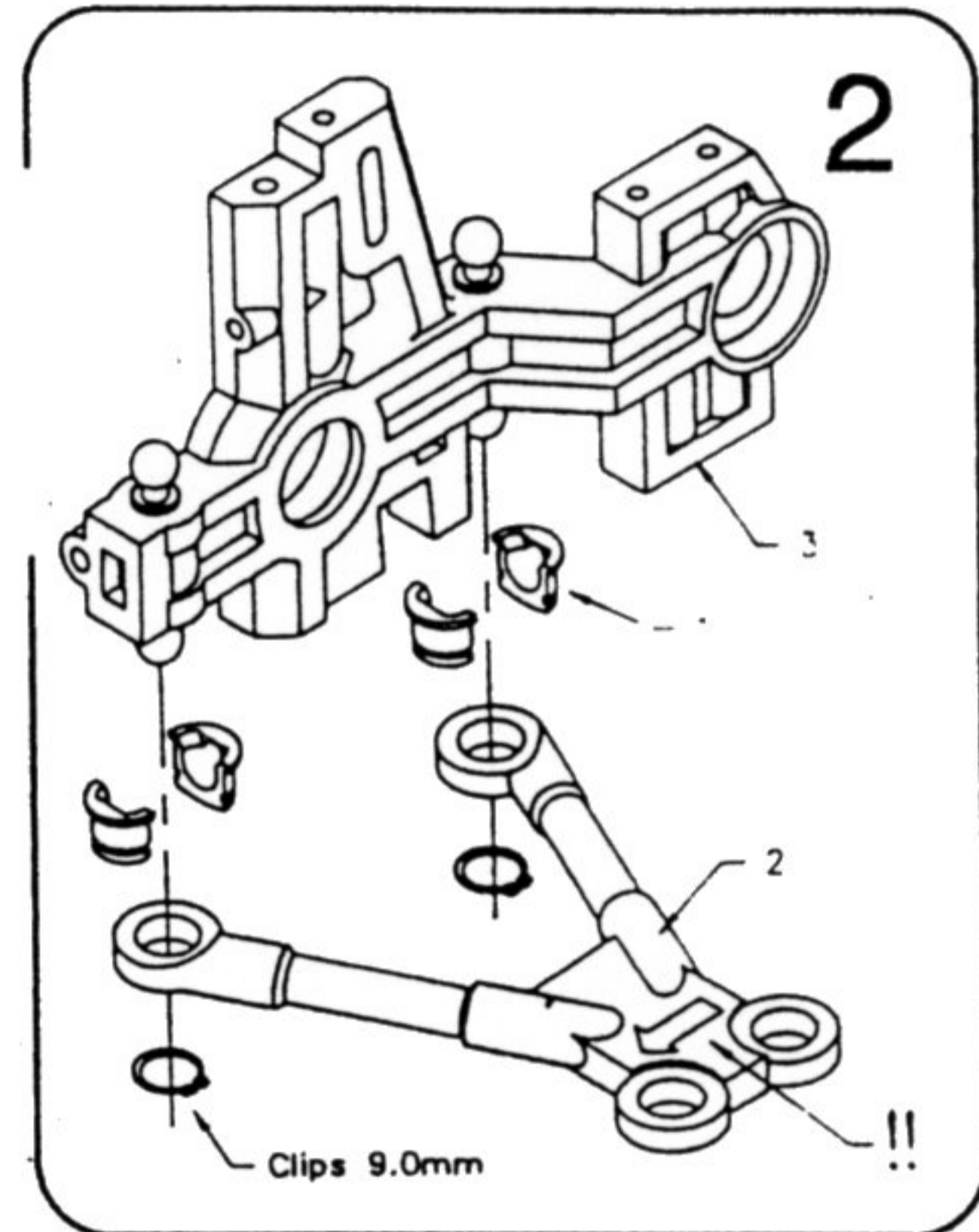
REAR-END ASSEMBLAGE

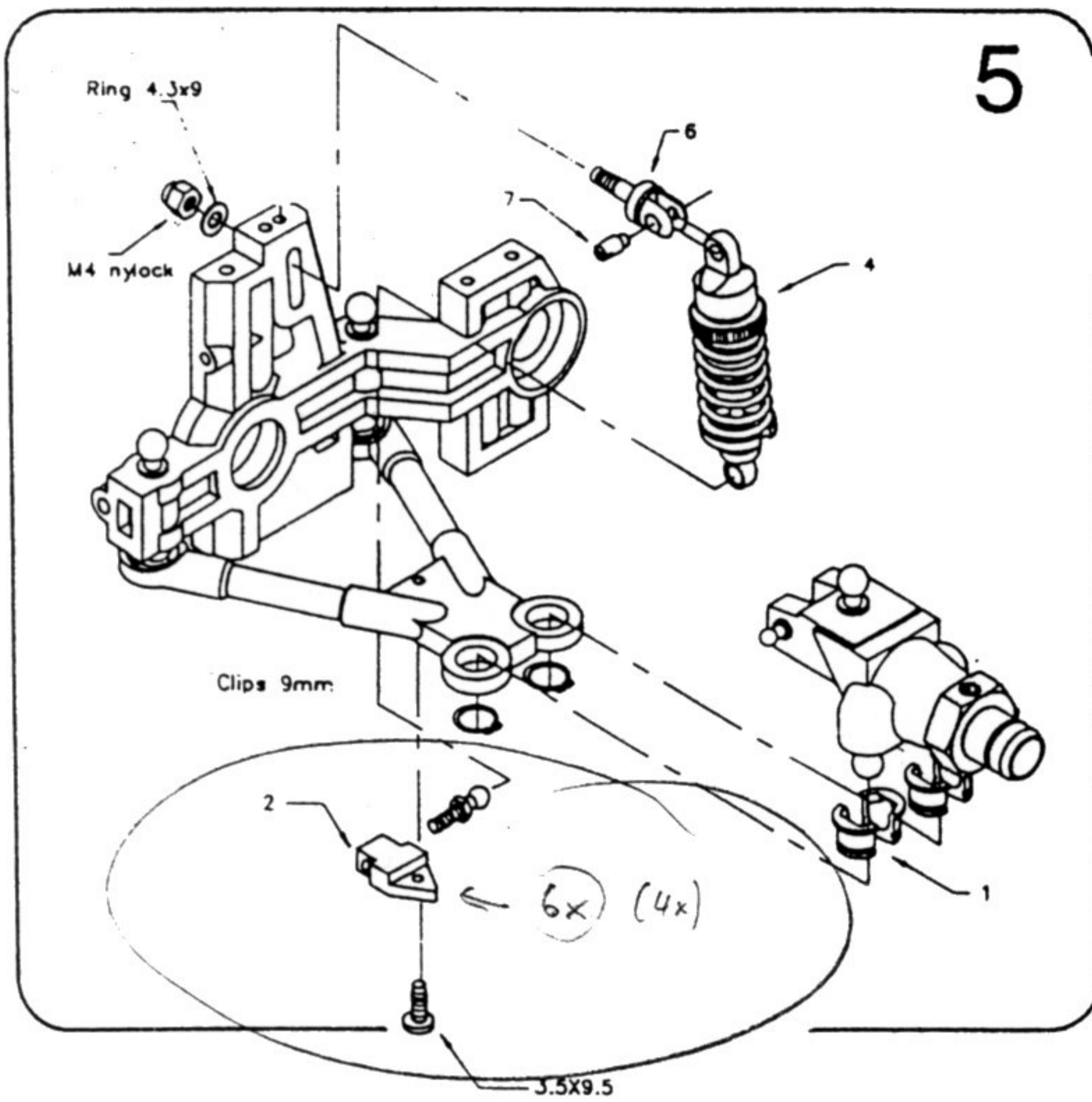


Locate and open bag Nr.4

Insert the ball-bearings in the up-right(1), followed by the wheelaxle(2) and mount the wheelhub(3) on the wheelaxle with hex. set screw M4x6. Insert the stabilisator ball-axle(4) in the up-right, slide the plastic ring (5) over the axle and secure with C-clips 2.3mm. Repeat this also for the left side, except you insert the stabilisator ball-axle in the other side of the up-right.

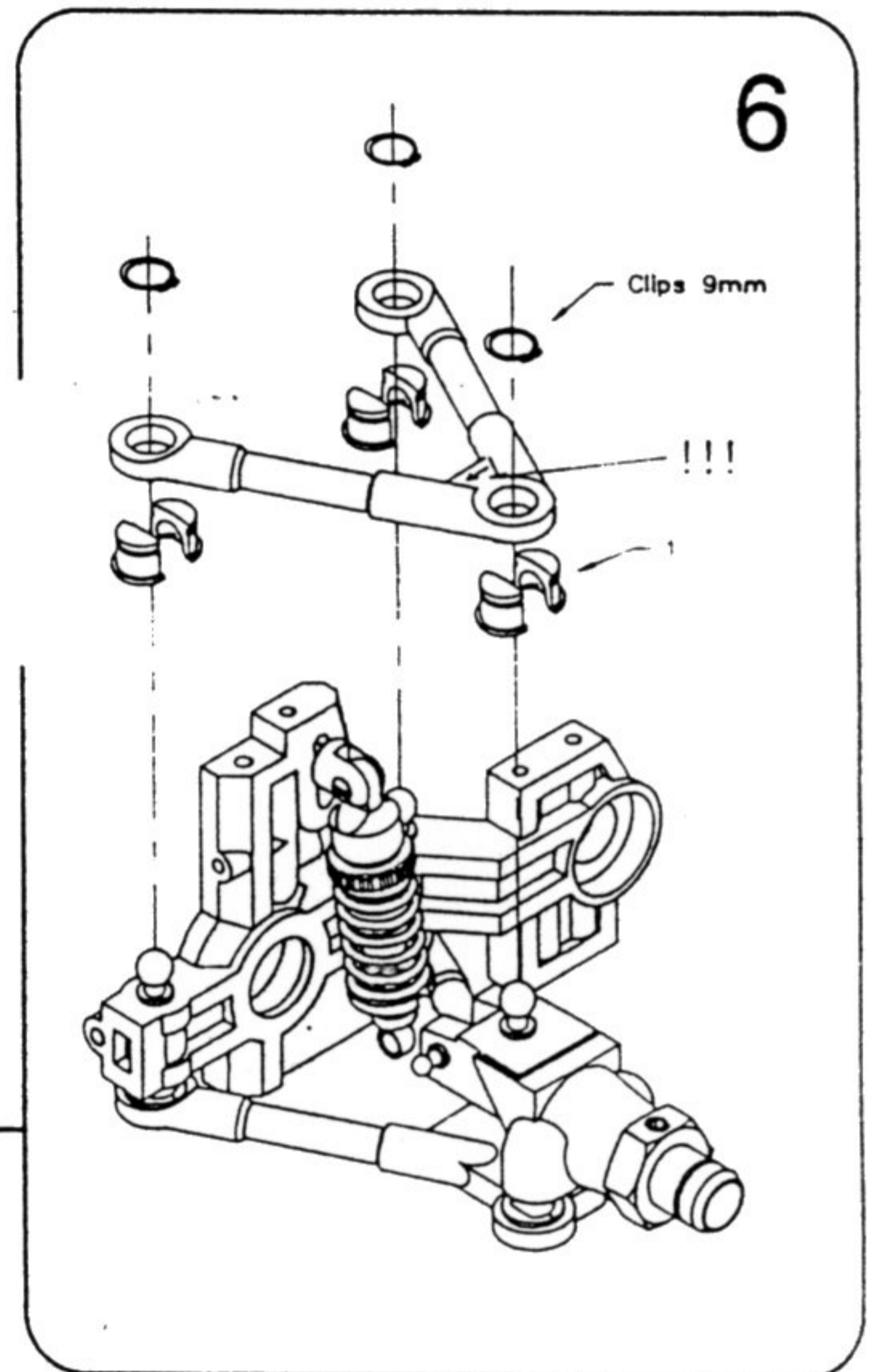
Hold ball-cups(1) around ball of right-bearingblock(3), slide bottom-wishbone (ATTENTION arrow on bottom-wishbone(2) must point to rear of the car) over cups and secure with clips 9mm. Same seurence for second ball. Repeat for left-bearingblock.





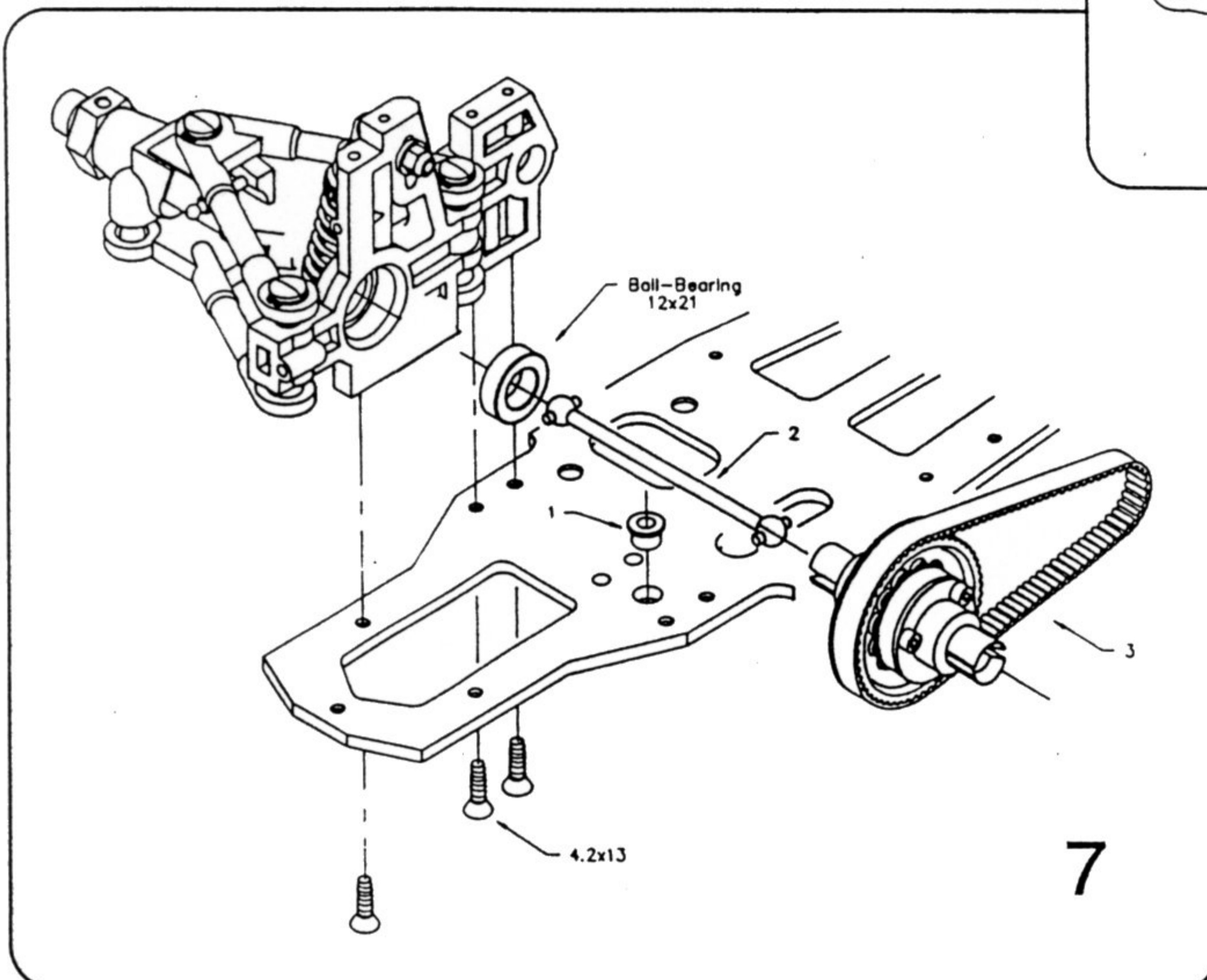
Insert ball-cups(1) with right up-right in lower-wishbone and secure with clips 9mm. Put the connecting shockabsorber ball on the plastic part (2) and connected the low of shockabsorber on this ball and fixed the plastic part (2) on the lower wishbone with the parker scew 3,5 9,5. Put the aluminium part (6) on cap (4) with the plastic scew (7).
 Insert rideheight- adjuster with shockabsorber in bearingblock, apply ring 4.3x9 and tighten with M4 nyloc Repeat for left side.

Hold ball-cups(1) over ball, slide upper wishbone(ARROW on upper-arm must point to the back of the car) over ball-cups and secure with clips 9mm. Repeat for other side.

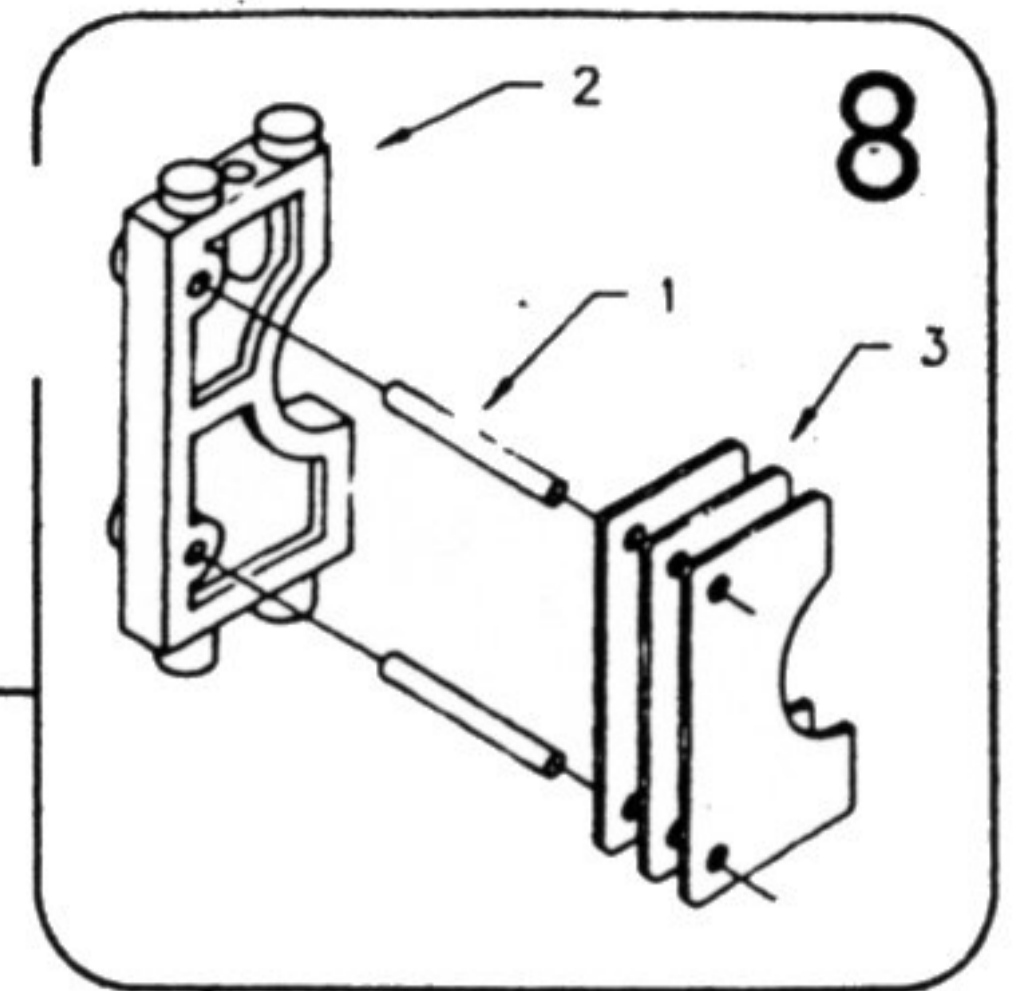


open bag Nr.5

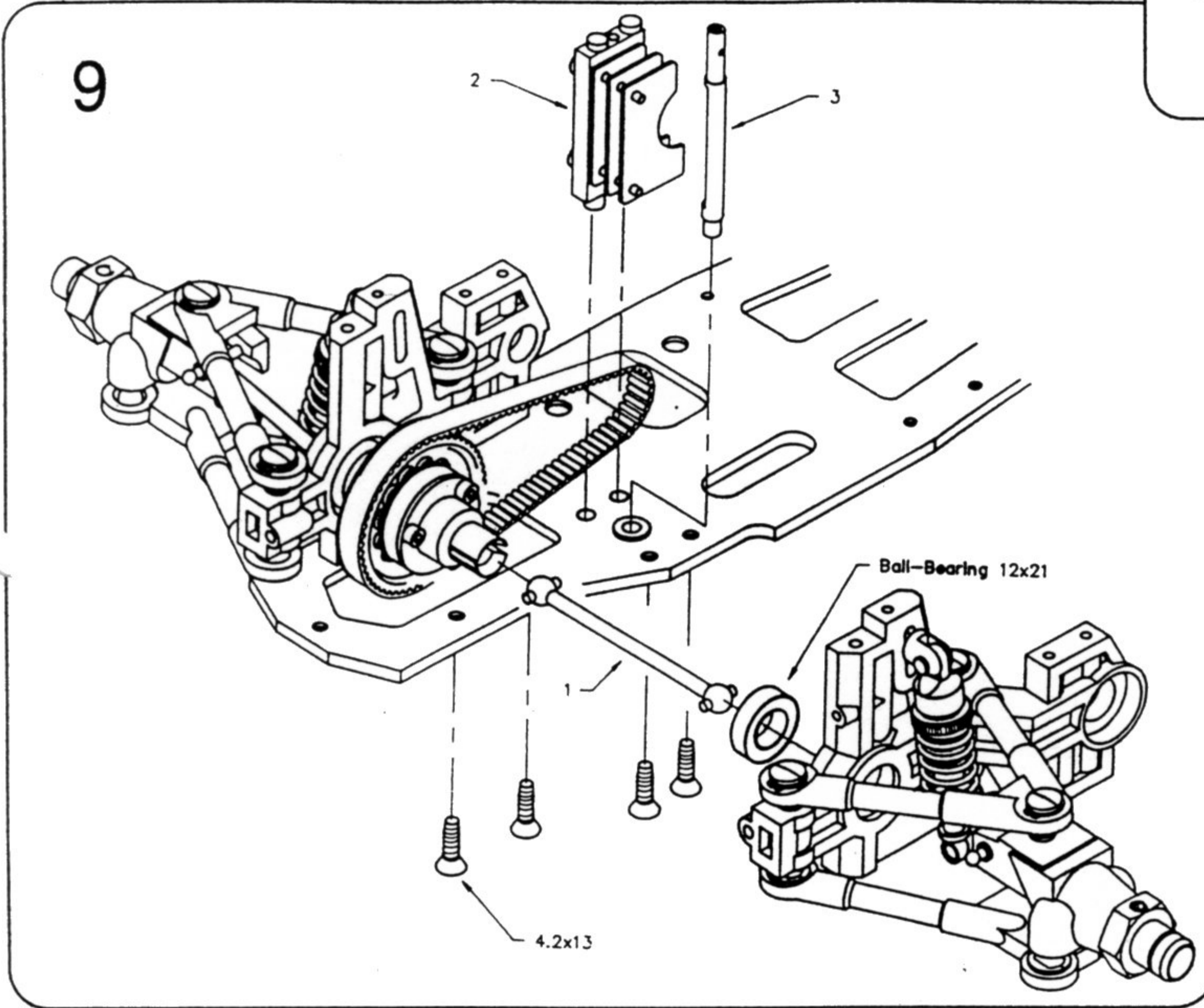
Insert brake bushing(1) in chassis. Insert ball-bearing 12x21 in left bearingblock, apply a little grease on end of drive axles, hold drive-axle(2) in left driveshaft followed by the differential. Mount left bearingblock and differential on the chassis with parkers 4.2x13, add drive belt(3).



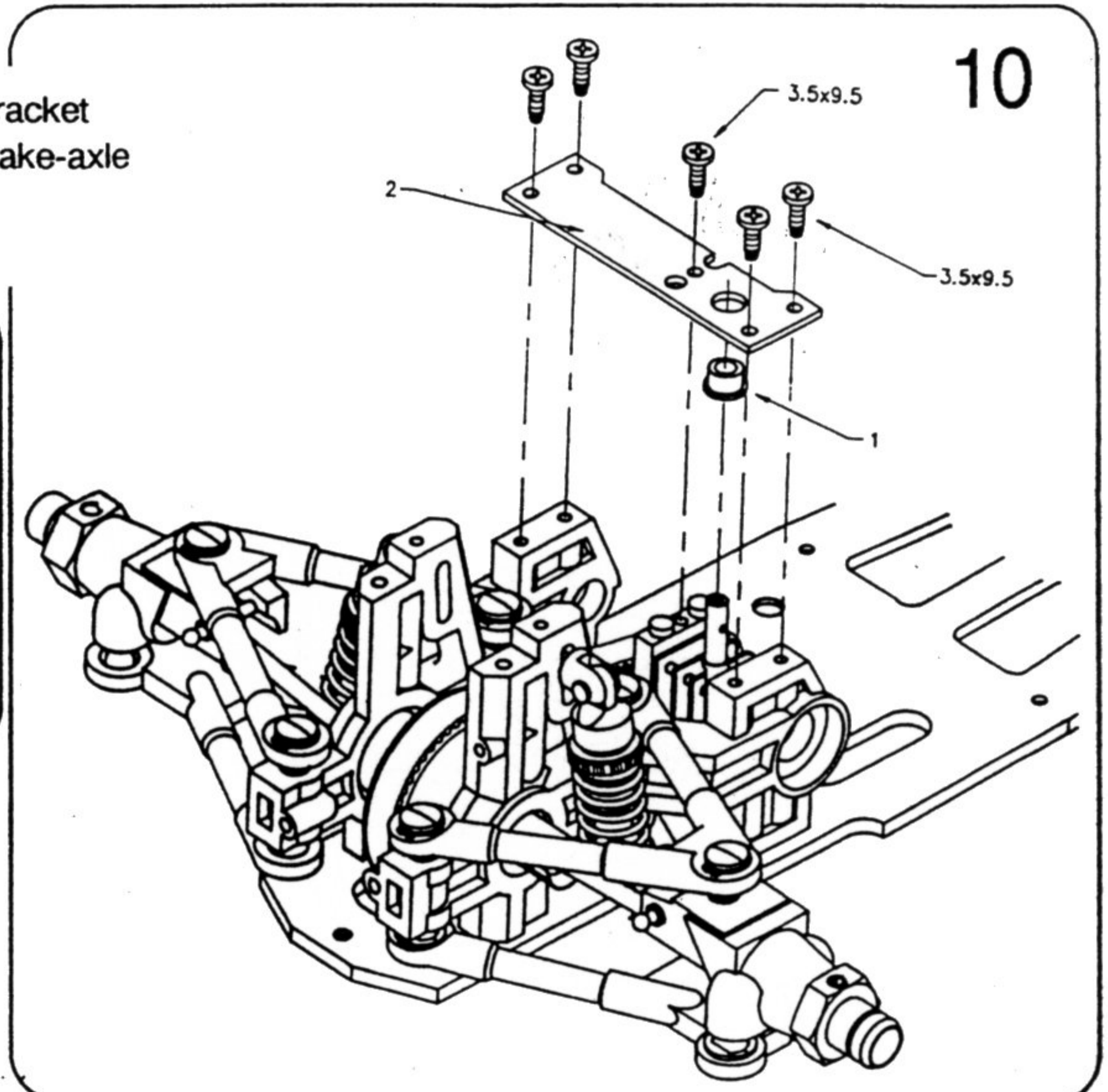
Insert pins(1) in brake-bracket(2) and slide the brake-plates(3) over the pins.



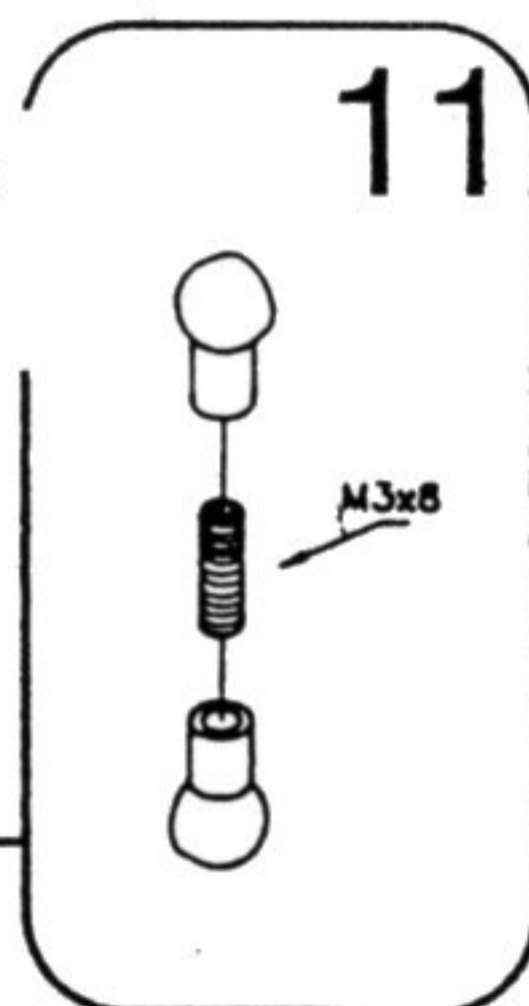
Insert ball-bearing 12x21 in right-bearingblock. Put a little grease on the end of drive axles. Hold drive-axle(1) in driveshaft of differential, slide mounted ball-bearing 12x21 over driveshaft, insert drive-axle in shaft of wheelaxle. Mount right-bearingblock on chassis with 4 parkers 4.2x13. Place pre-mounted brake-bracket(2) on chassis, insert brake-axle(3) in plastic bushing.



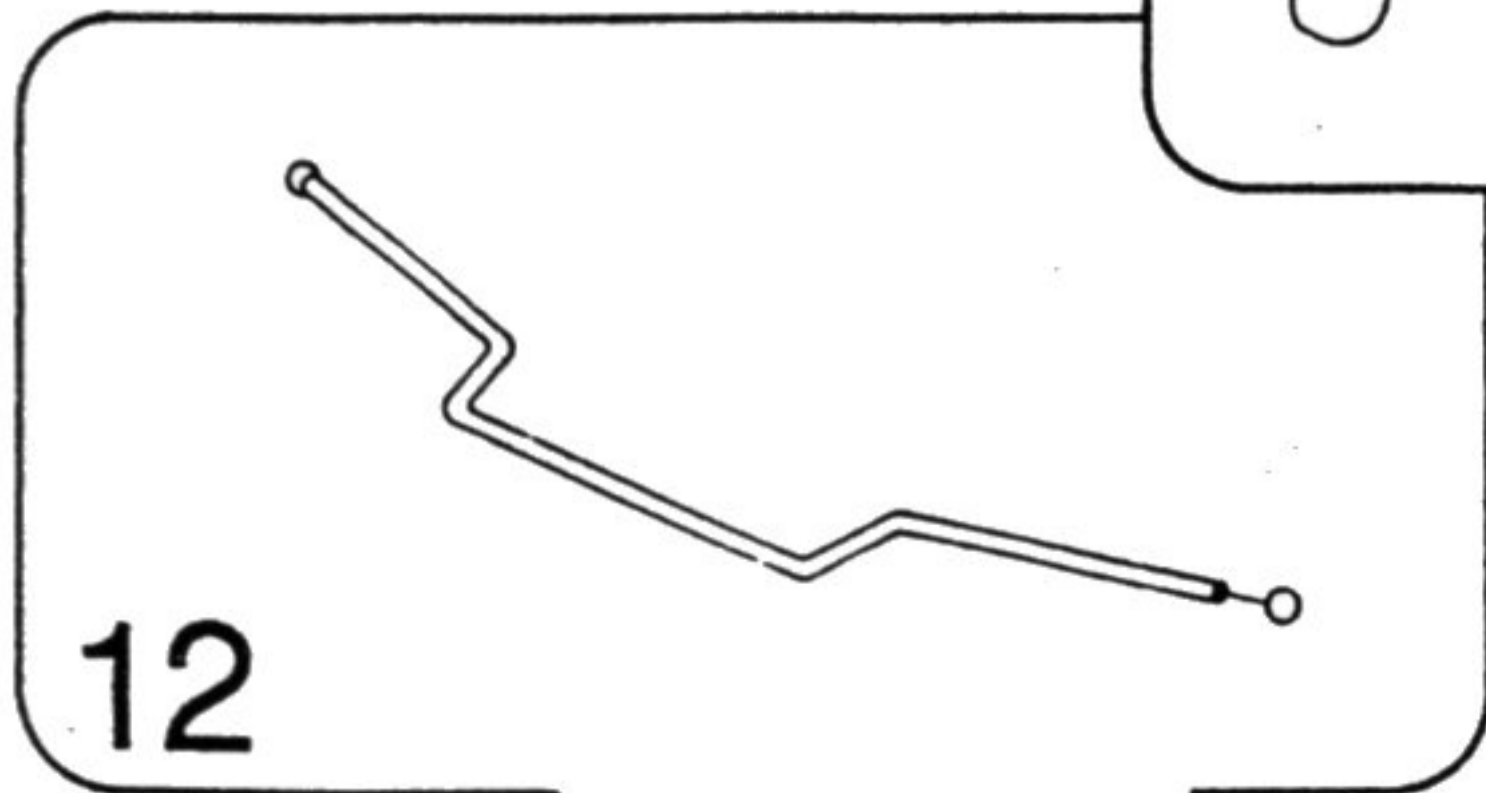
Insert brake-axle bushing(1) in brake-bracket plate(2). Slide mounted bushing over brake-axle and mount all with 5 parkers 3.5x9.5.



Assemble the ball-joints 4mm (stabilisator connectoin points) with set screw M3x8.

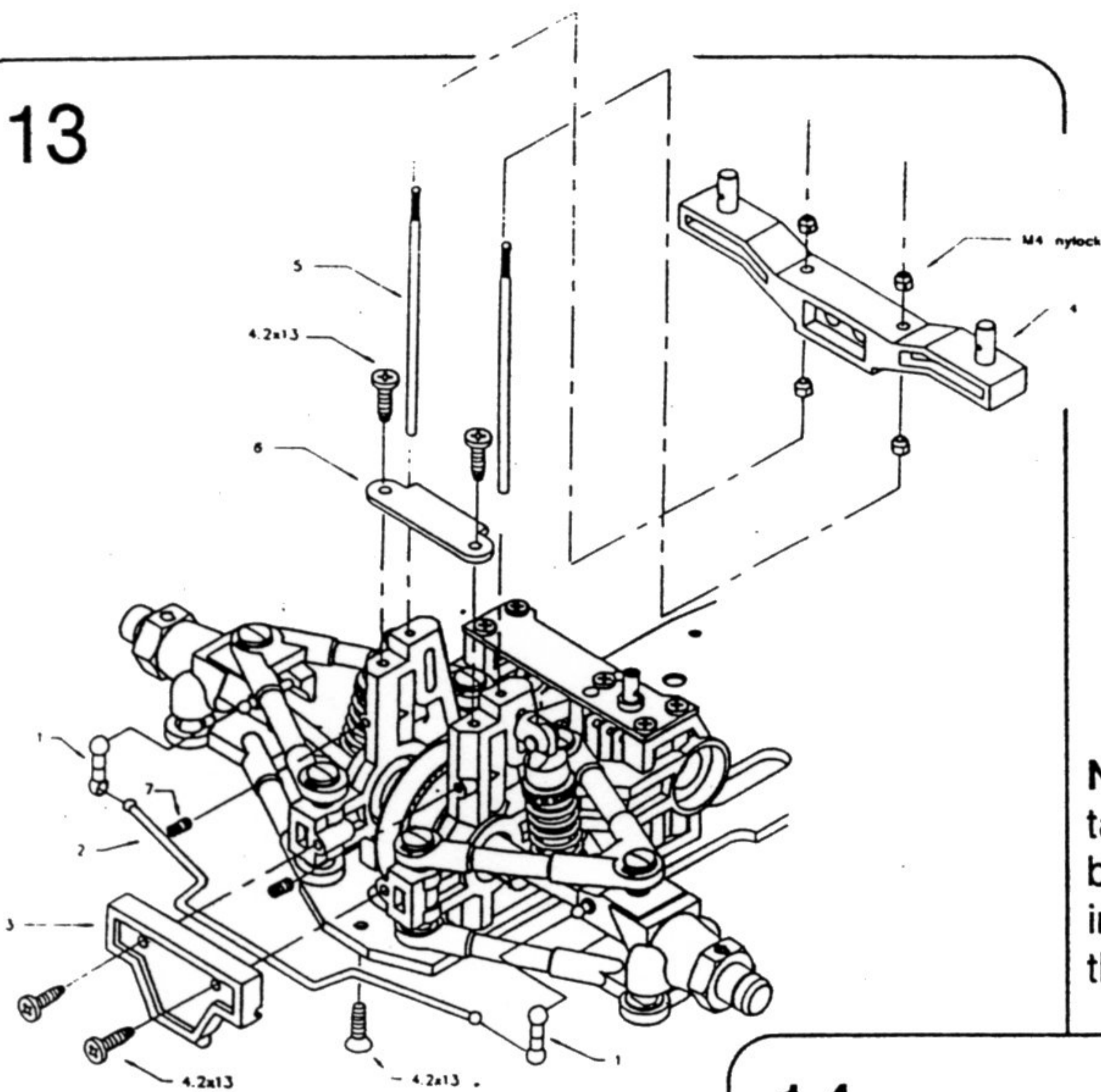


12



Solder the two 4mm balls on the stabilisator.

13



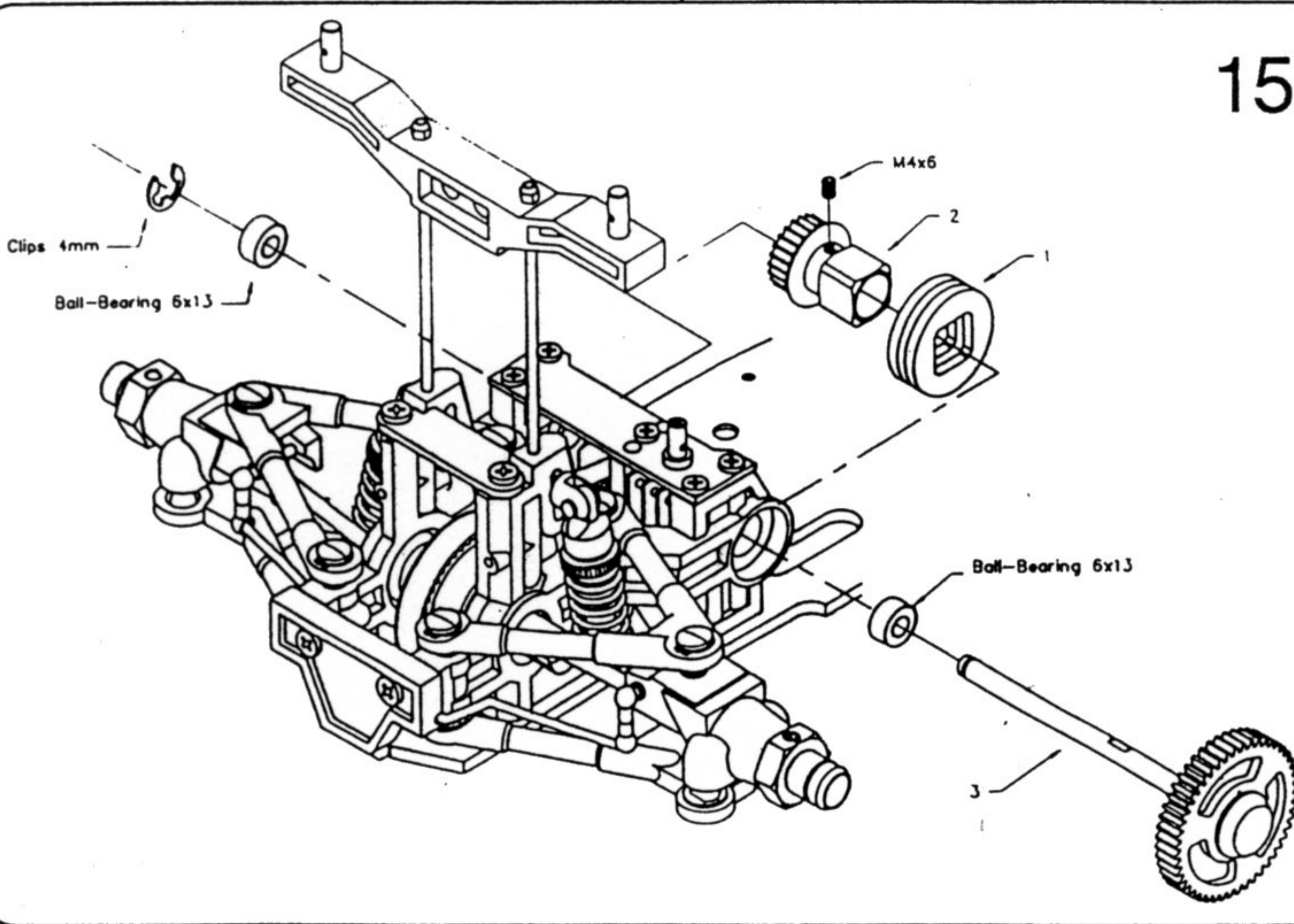
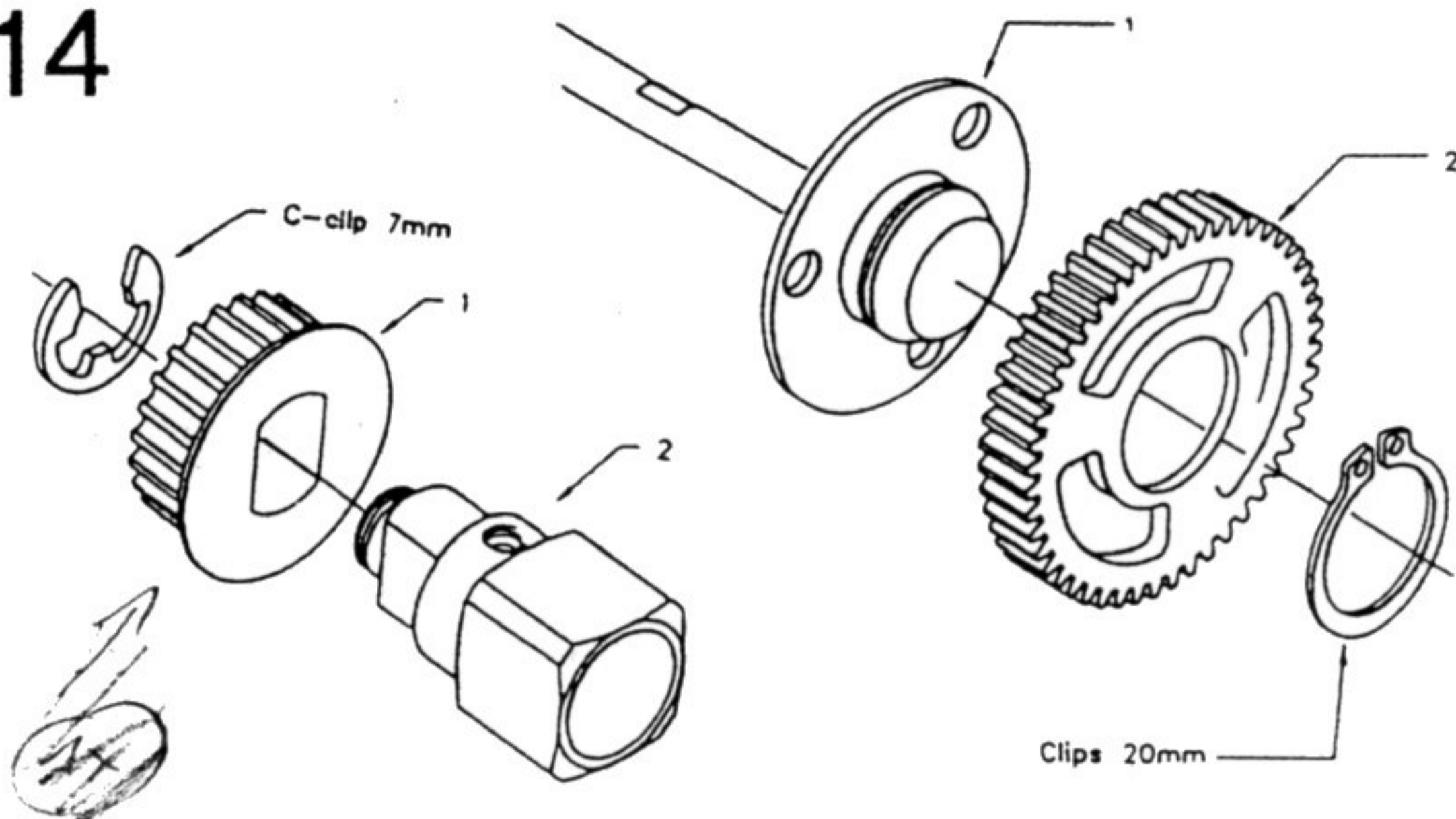
13-Mount the ball-joints(1) on up-rights, insert balls of stabilisator(2) in ball-joints, mount rear-plate(3) on bearingblocks with 2 parkers 4.2x13 in rear and 1 parker 4.2x13 in chassis. Mount body-mount(4) on the 2 steel support (5)with the 4 nylock M4. Put the 2 steel axle in bearing block and block with the 2 scew M4 x 6 (7) Put the part (6) with 2 screw 4,2 x 13.



NOTE: Before assembling the brake-disc take care they can move freely on the brake-adaptor, put a little superglue in the inside square, after clean the surface of the discs with sandpaper.

14-Slide 24T pully(1) over pully brake- adaptor(2) and secure with C-clip 7mm.

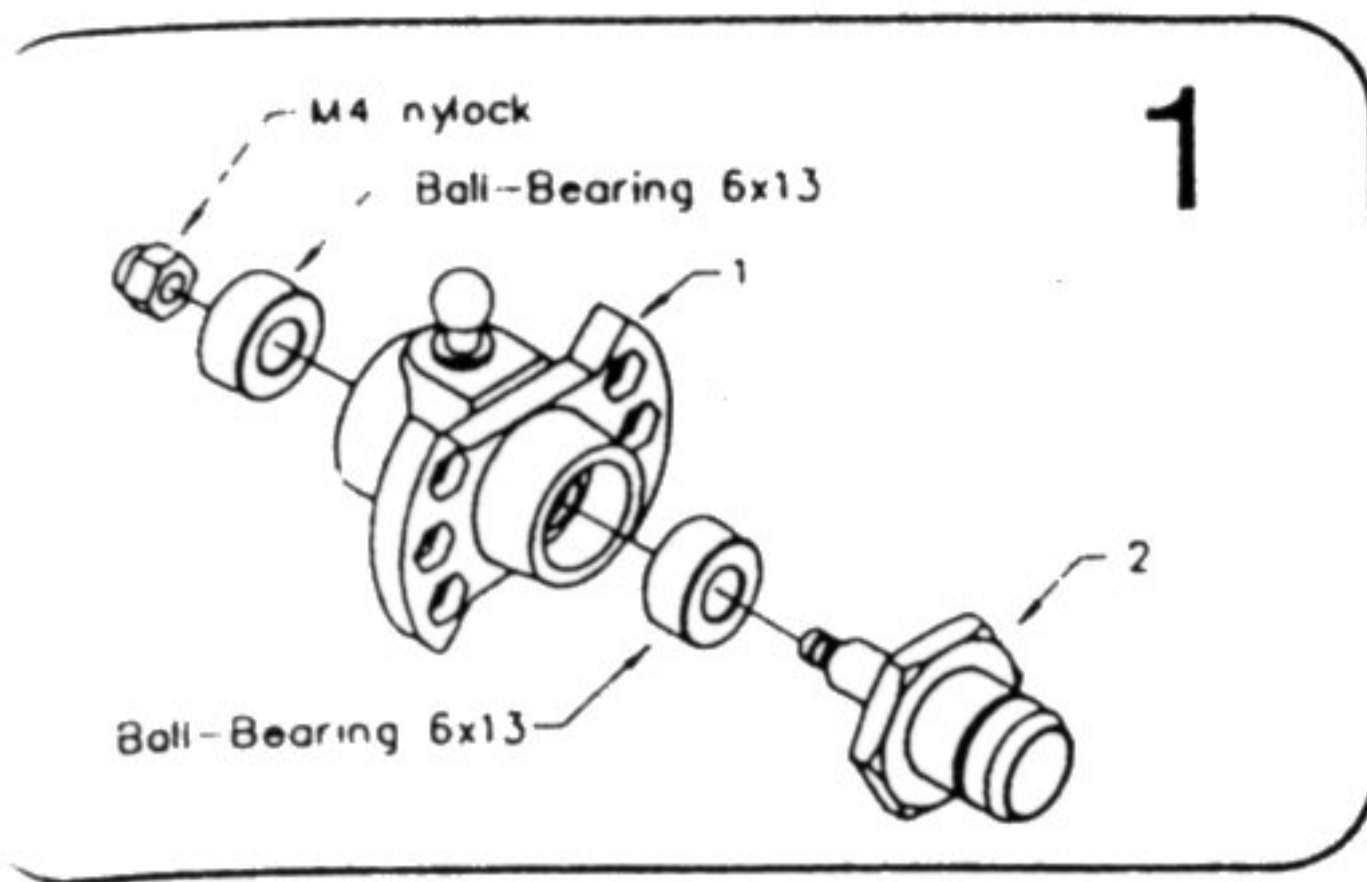
14



15

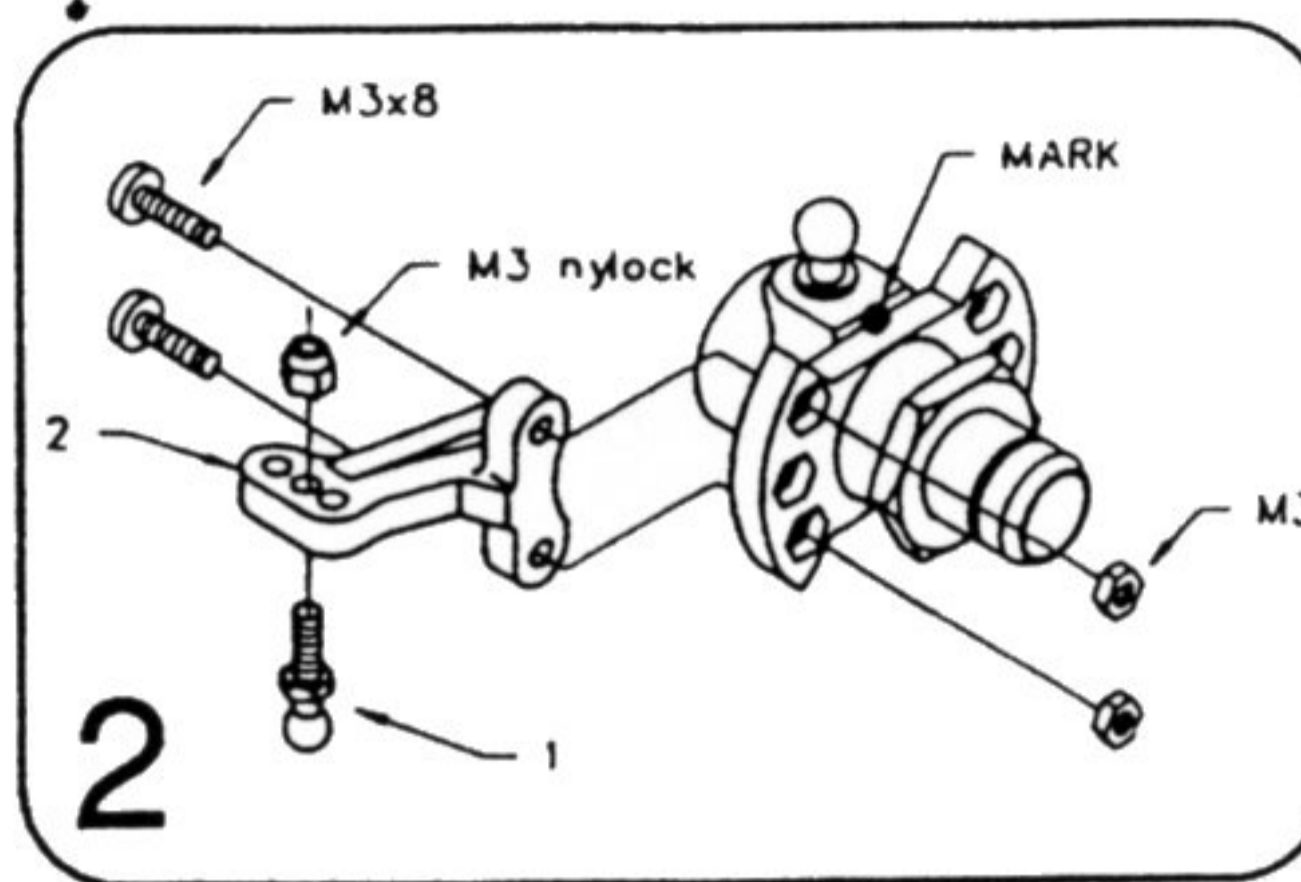
15-Insert the 2 ball-bearings 6x13 in bearingblocks. Slide the brake-discs(1) over the adaptor(2),put the brake-discs with adaptor place between the steel brake-plates and add the drive-belt. Slide the assembled 2-speed gearbox(3) or speed axle through the bearing, brake-adaptor bearing and apply assembled with aluminium part (4) for 2 speed gearbox or clip 4 mm.

FRONT -END ASSEMBLAGE



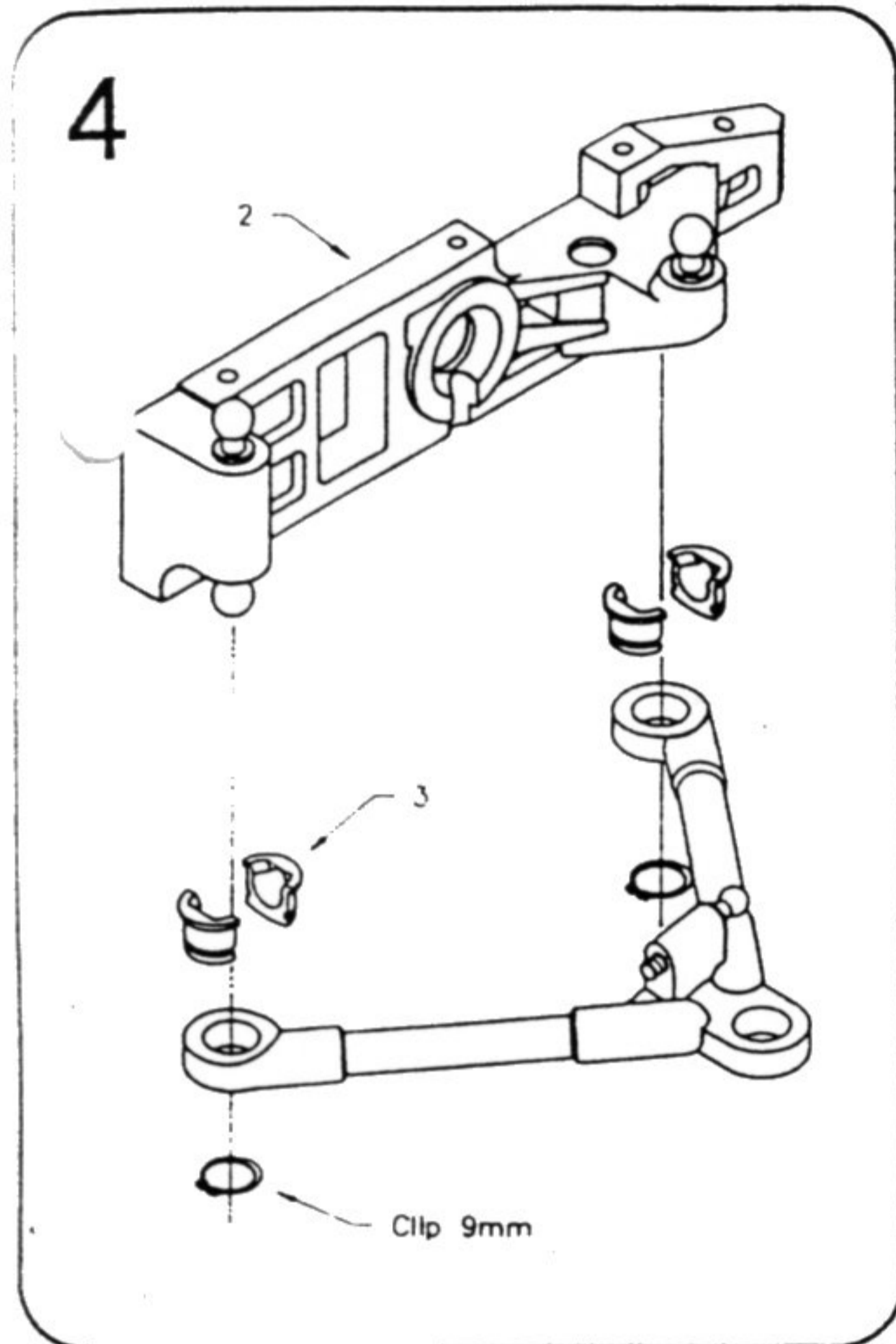
OPEN BAG Nr.6

1- Insert ball-bearings in the two steeringblocks(2). Insert wheelaxles(1) in bearings and secure with nylock M4.

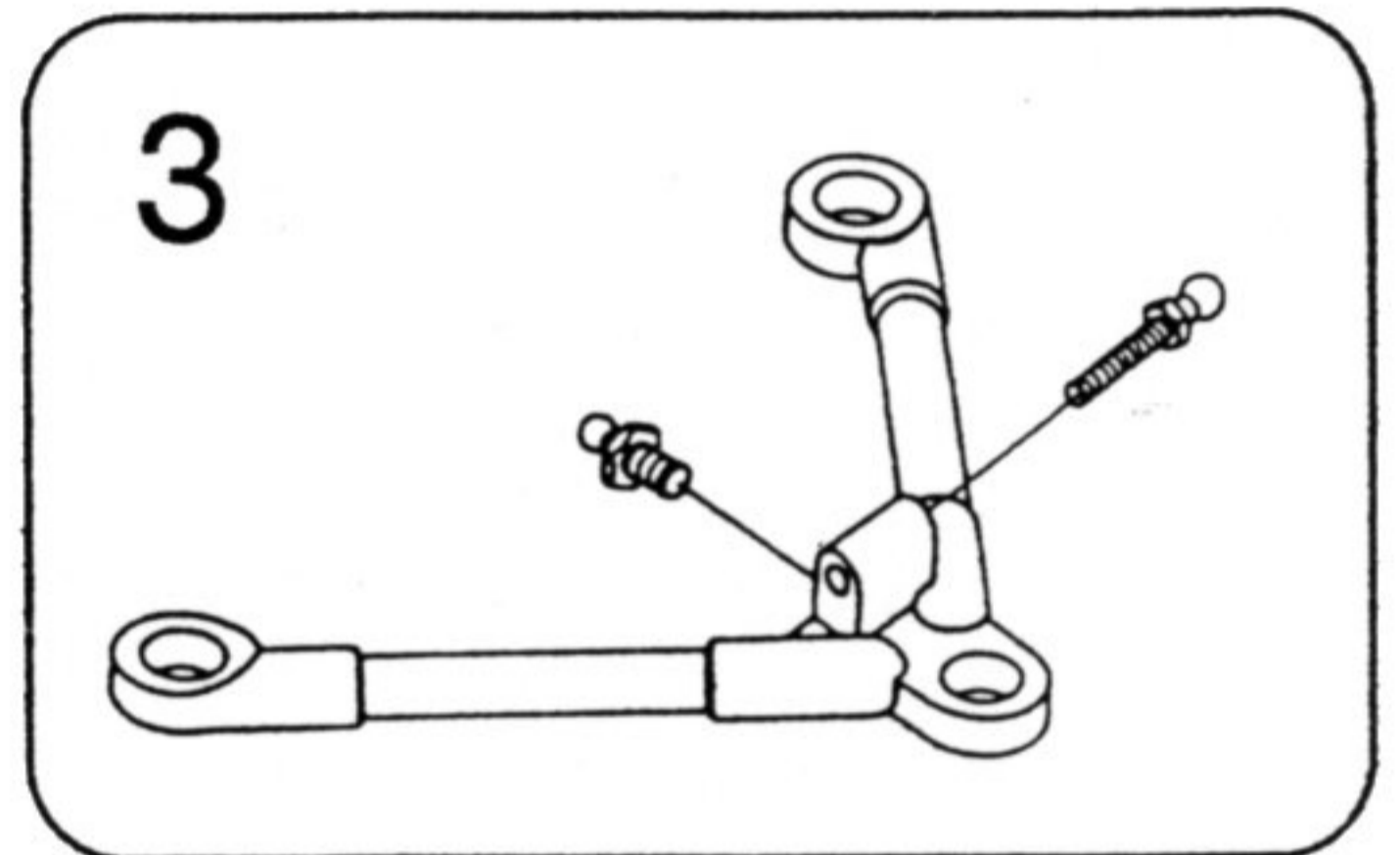


2-Mount steeringarm(2) on steeringblock with screw M3x8 and nut M3.

ATTENTION !!! THE MARK UP ON EACH STEERINGBLOCK.
Insert steeringball(1) in steeringarm and secure with M3 nylock. T Repeat for left-side

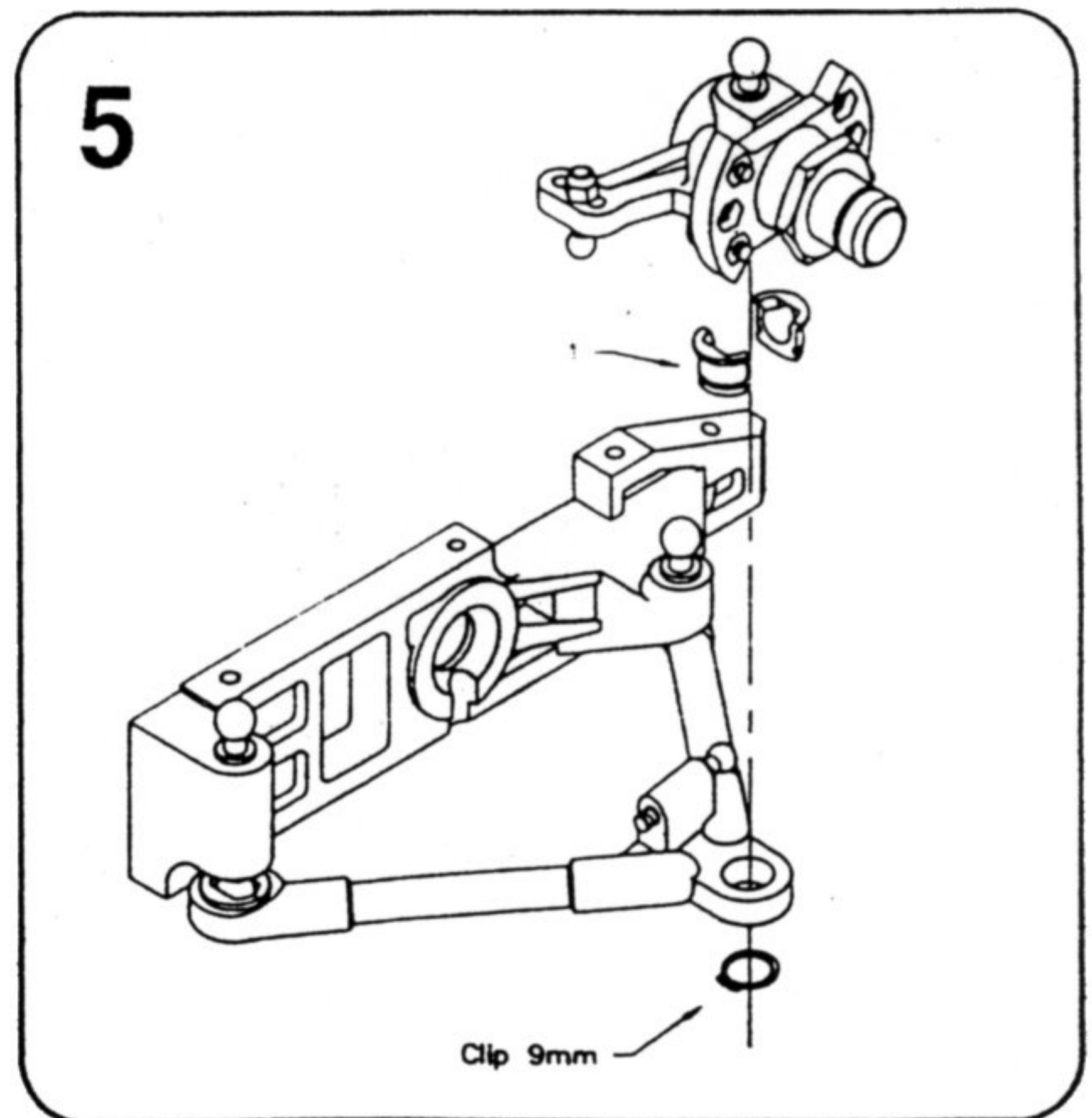


3- Insert lower front-wishbone ball ONE FOR SHOCKABSORBER CONNECTION (1) AND ONE 4mm FOR ANTIROLBAR CONNECTION (2).



OPEN BAG N° 7

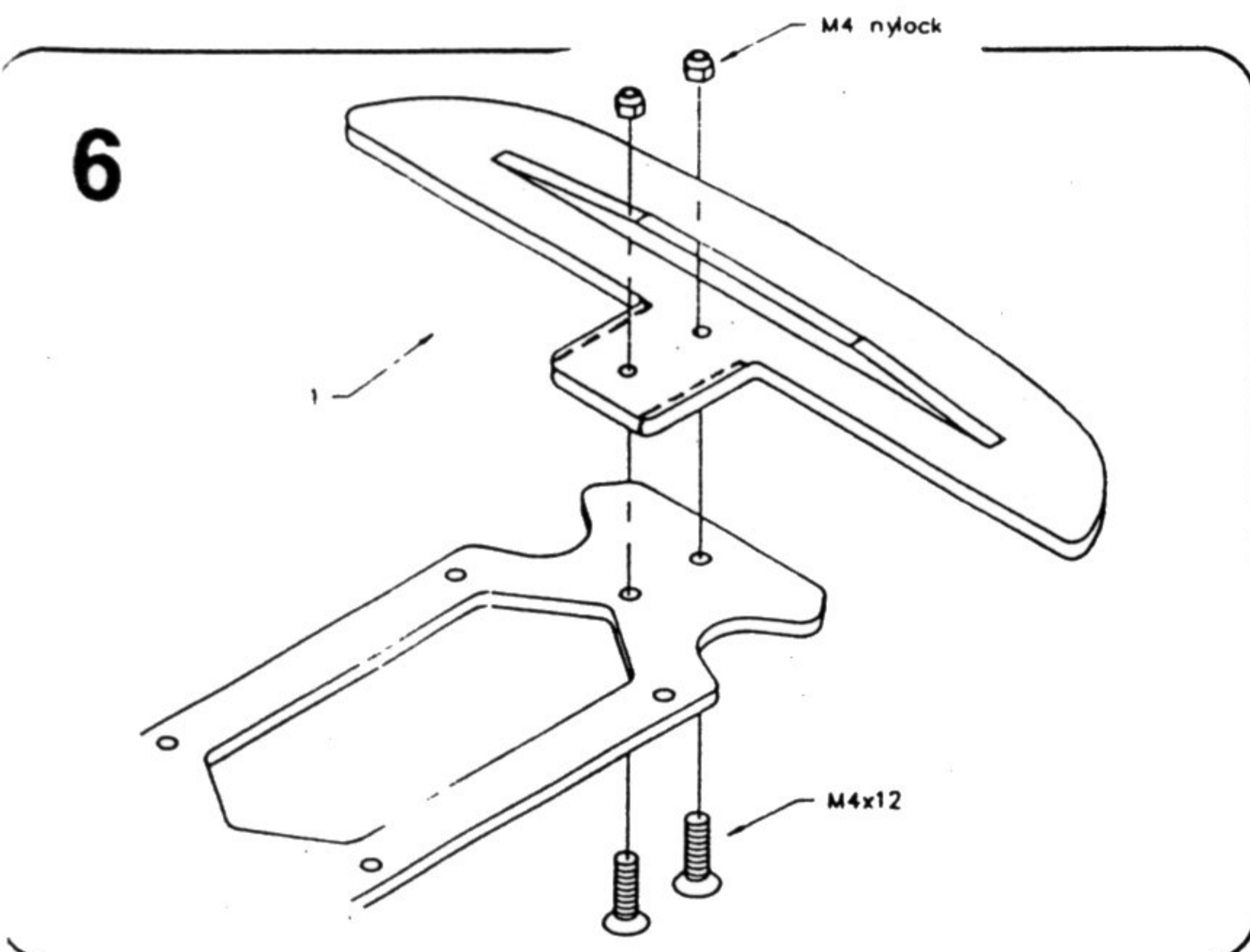
5- Put the steering block on lower wisbone with ball nuts and clips 9 mm



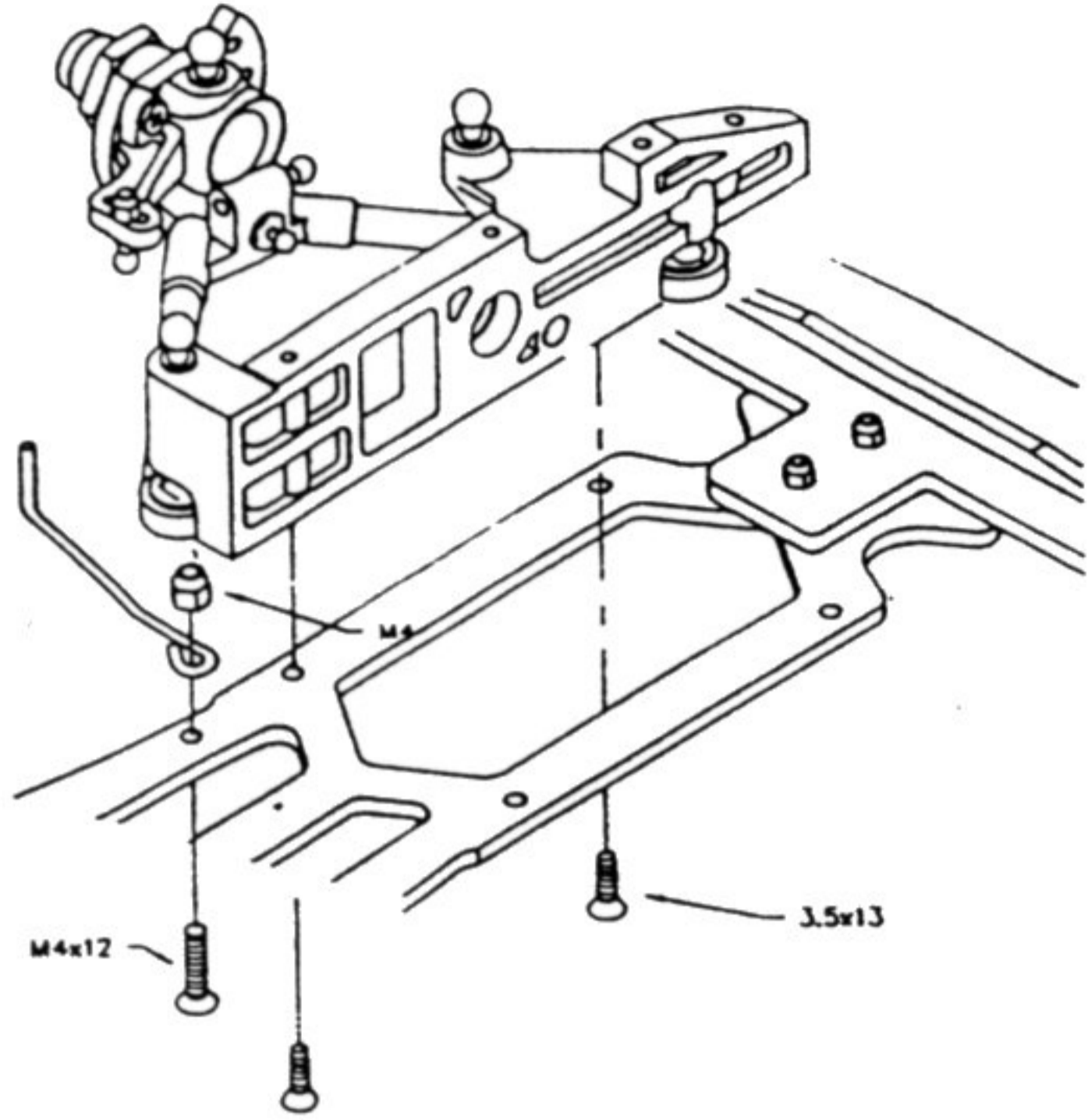
4-Hold ball-cups around ball of front-bearingblock, slide lower wishbone over ball-cups and secure with clips 9mm. Repeat for other side.

5

6-Before put on place the bumper on chassis you must cut 2 mm on each side on the part like indicated on draw and put the bumper on the chassis with 2 scew M4 x 12 and nylock M4.



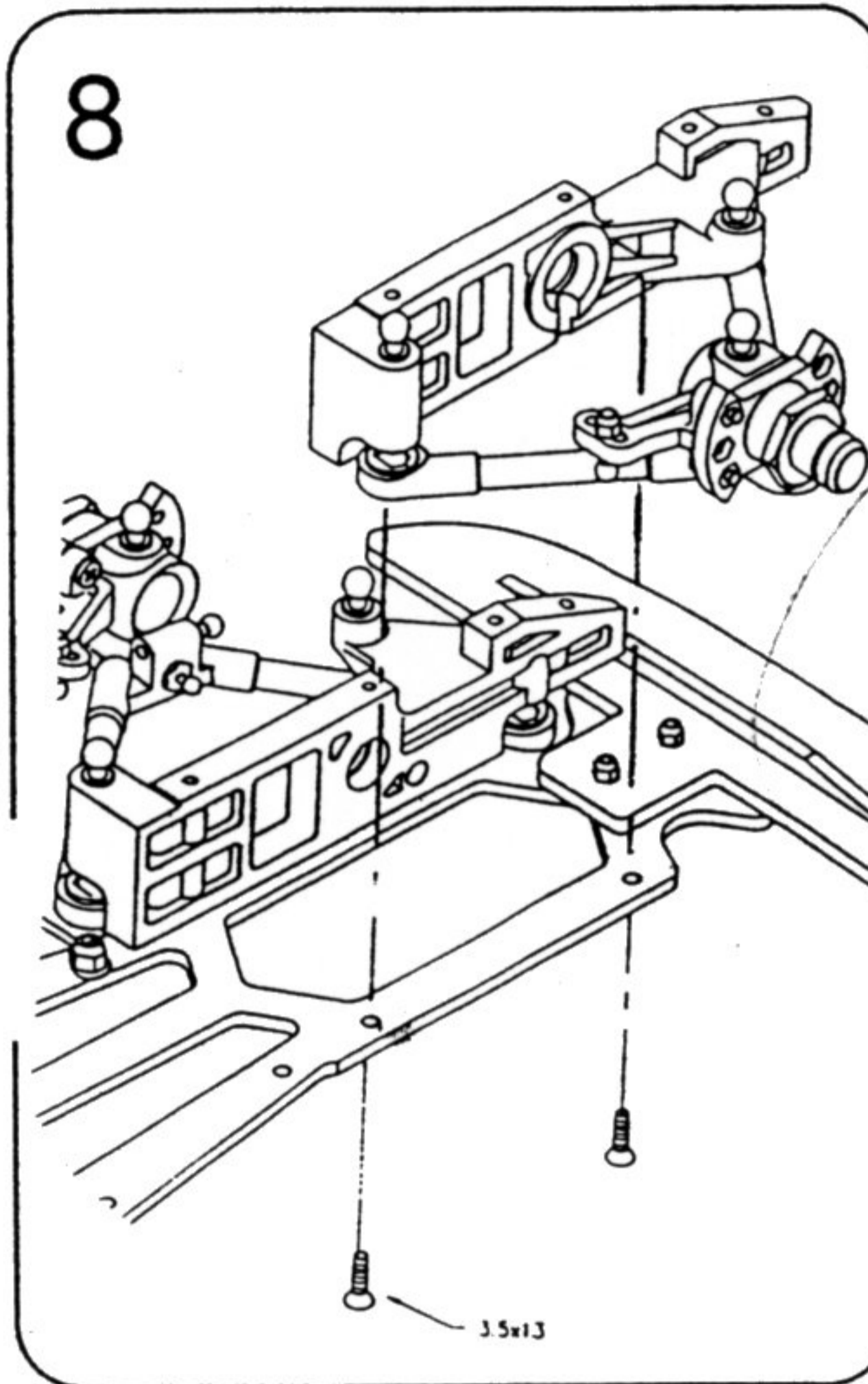
7



7- Mount one side front bearing block on the chassis.

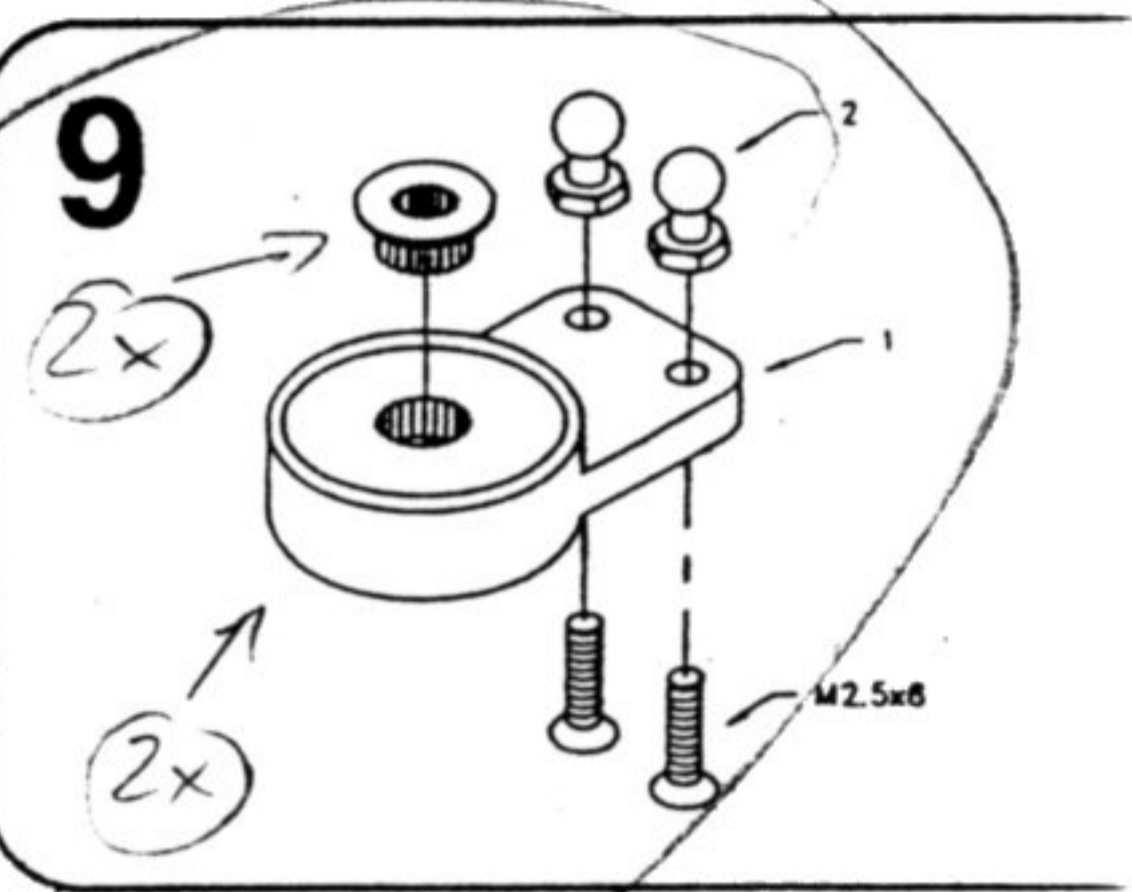
8- Mount the other bearing block on the other side and middle bracket on the chassis

8

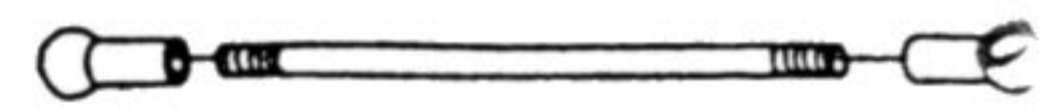


9- Put the servo sever ins corresponding at your Radi Model inside and fixed the balls with screw 2,5 x 8

9



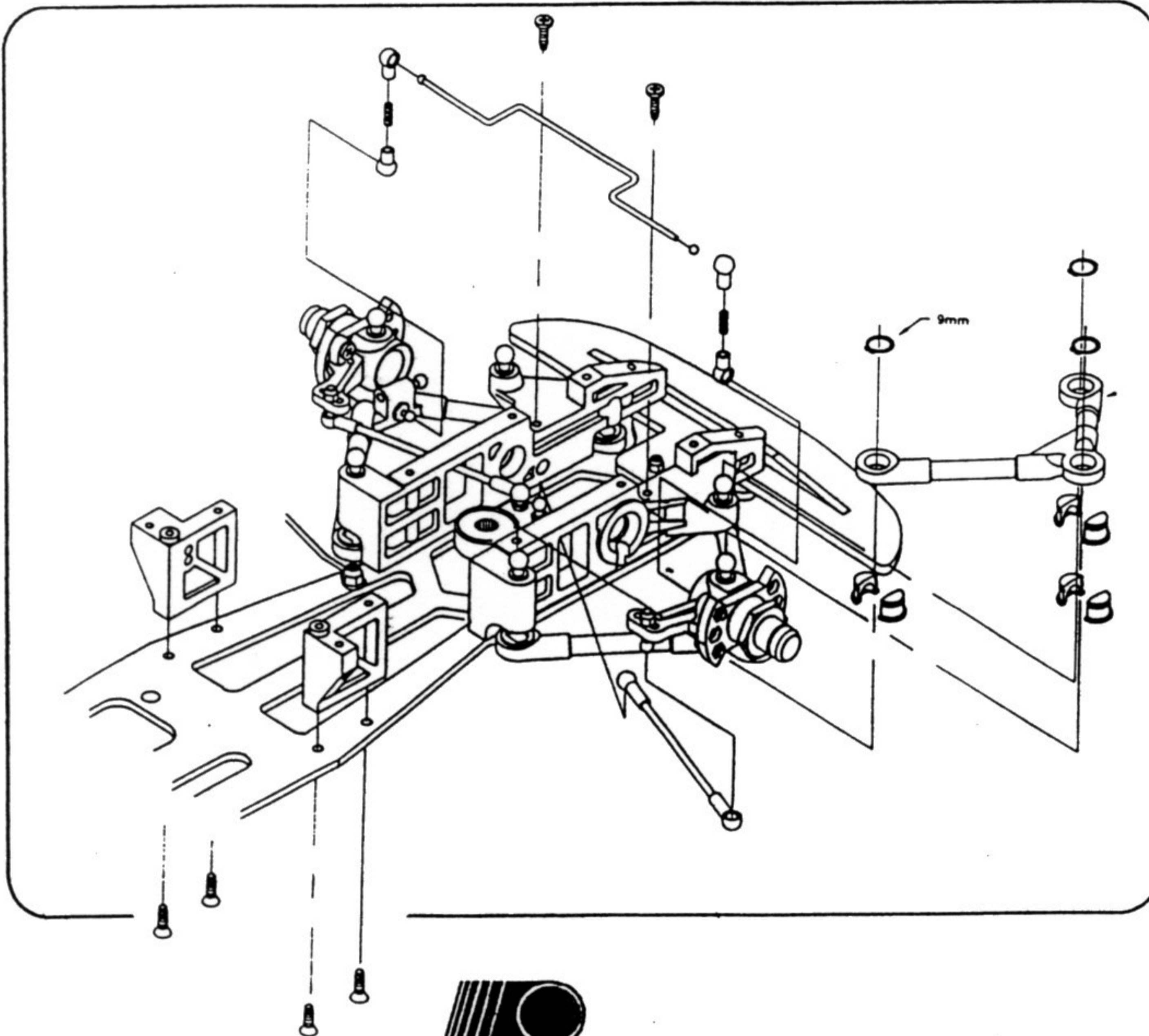
10



10- Turn the ball-joint on the steering rod.

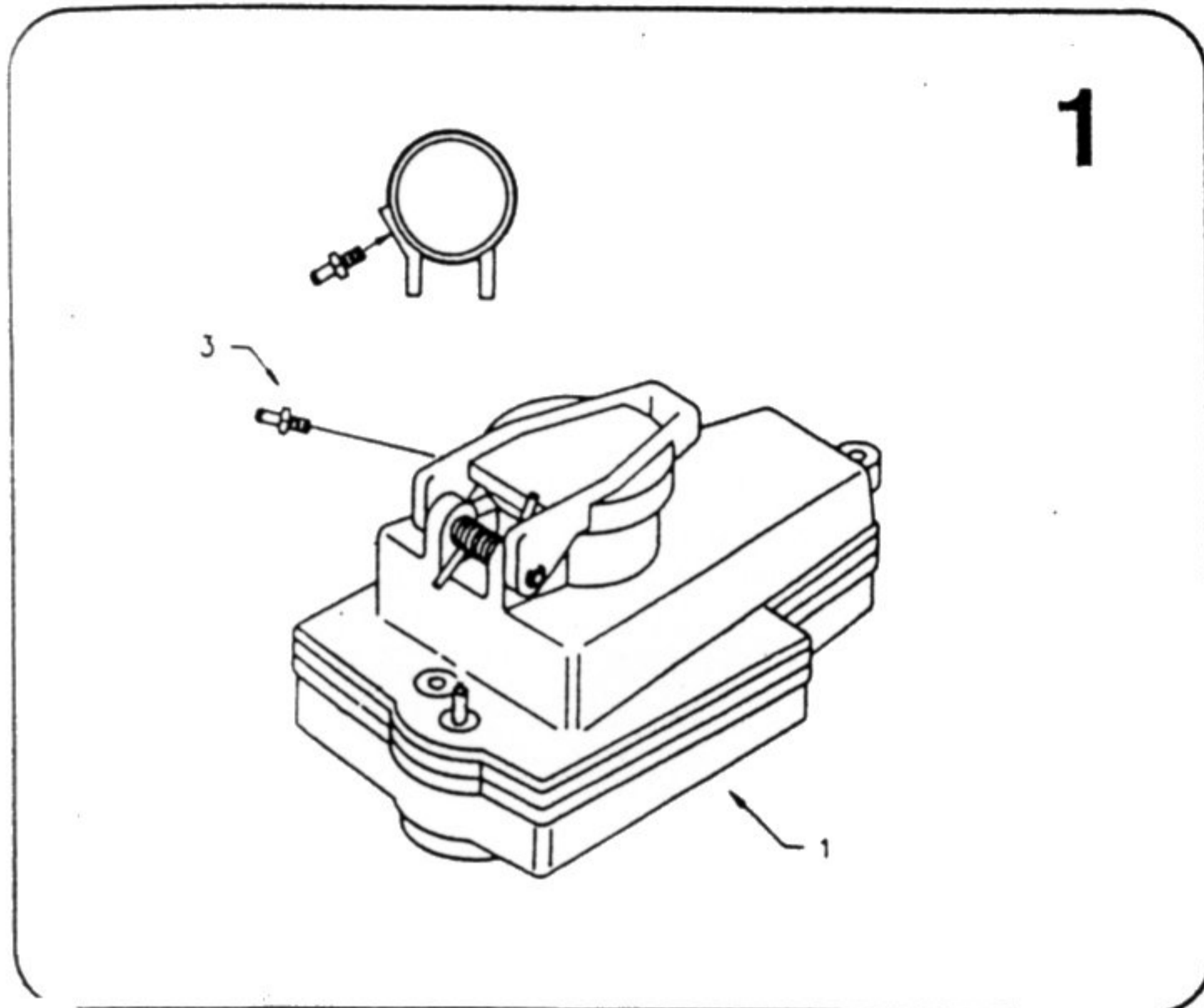
11- Put the upper wishbone on bearingblocks and steering block. Put on place the front antirollbar after that you have soldered the 2 balls 4 mm. Put on place the 2 screws (2 but no squeeze for let a per rotate.

Mount exhaust wire on the chassis with the screw M4 Nylock.



TANK AND RADIOPLATE ASSEMBLAGE

OPEN BAG NR.8



1-Turn fuelnipple(2) in fueltank(1), drill hole 2,5mm for pressure-nipple in neck and turn pressure-nipple(3) in tank.



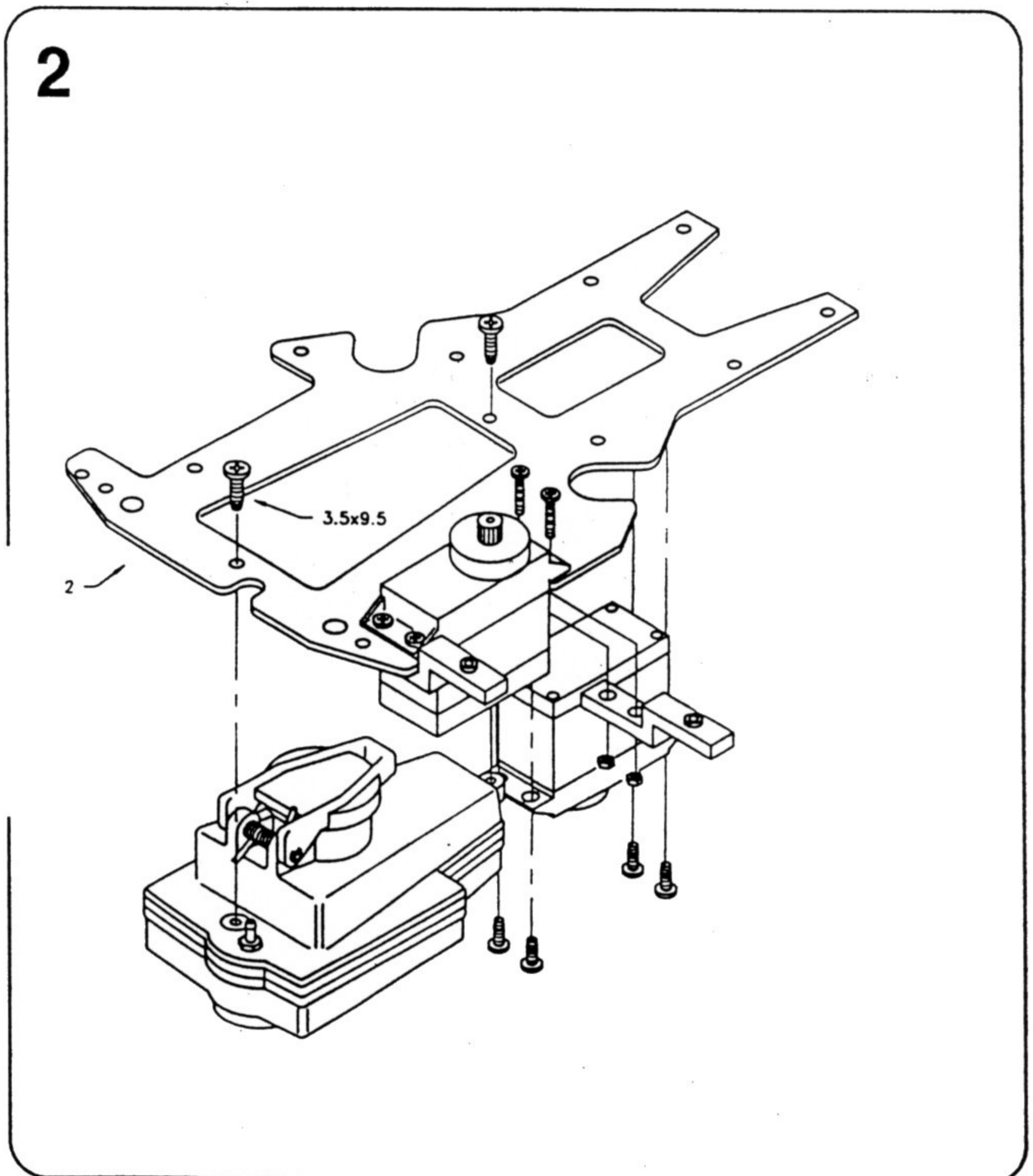
2-Drill holes for servos steering and gaz-brake.

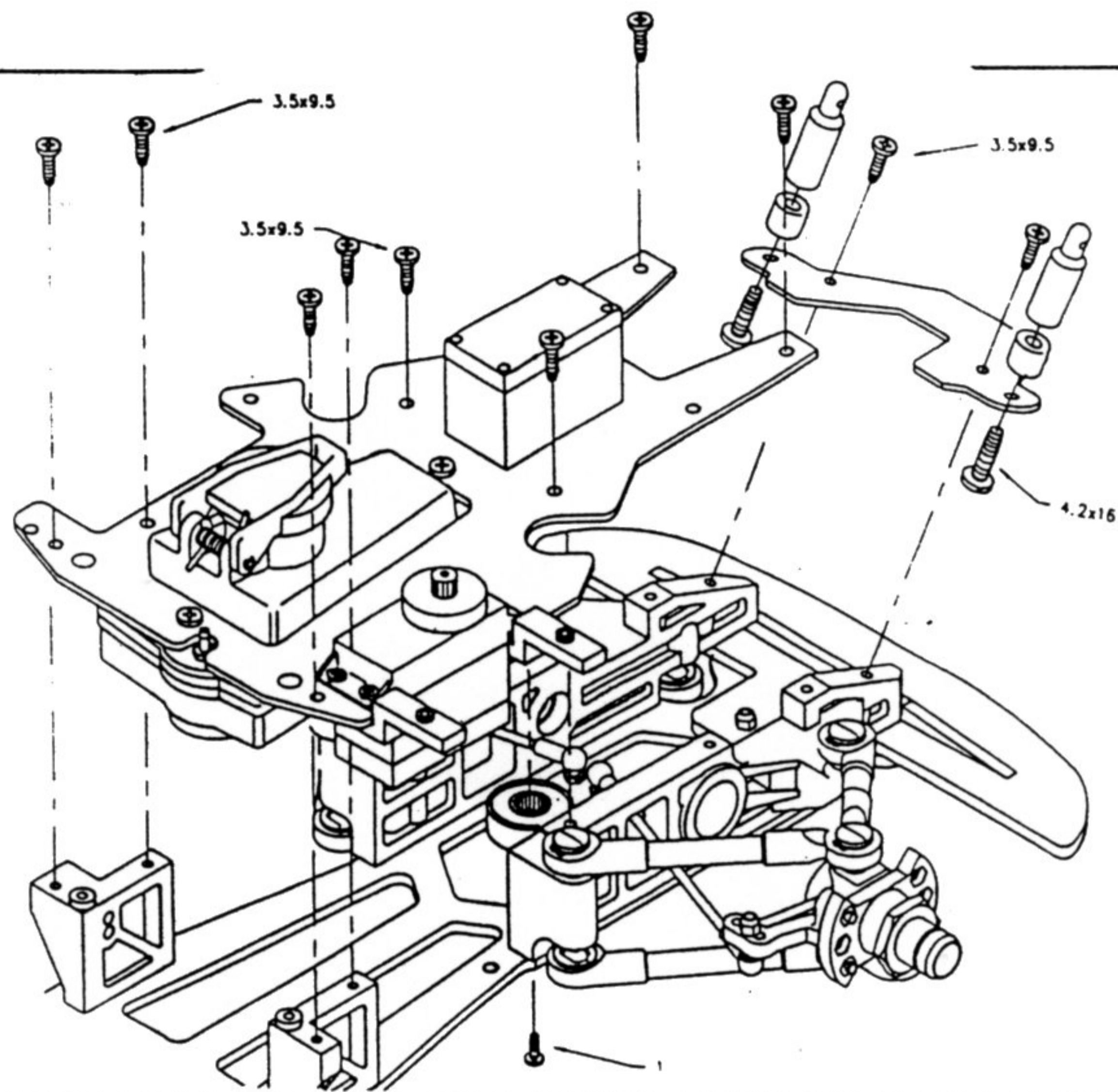
Mount the gaz-brake servo and accus support arms (1) with the screws delivered with your radio. Mount the steering servo but with the servo saver connection on the rear.

NOTA: Only the servos KO or MULTIPLEX PS30 and SANWA witch have one outside bump can be put on steering place.

Mount the receiver support (2) with parker scew 3,5 x 9,5.

Put the tank on radio plate with the scew 3,5 x 9,5 but without squeeze.

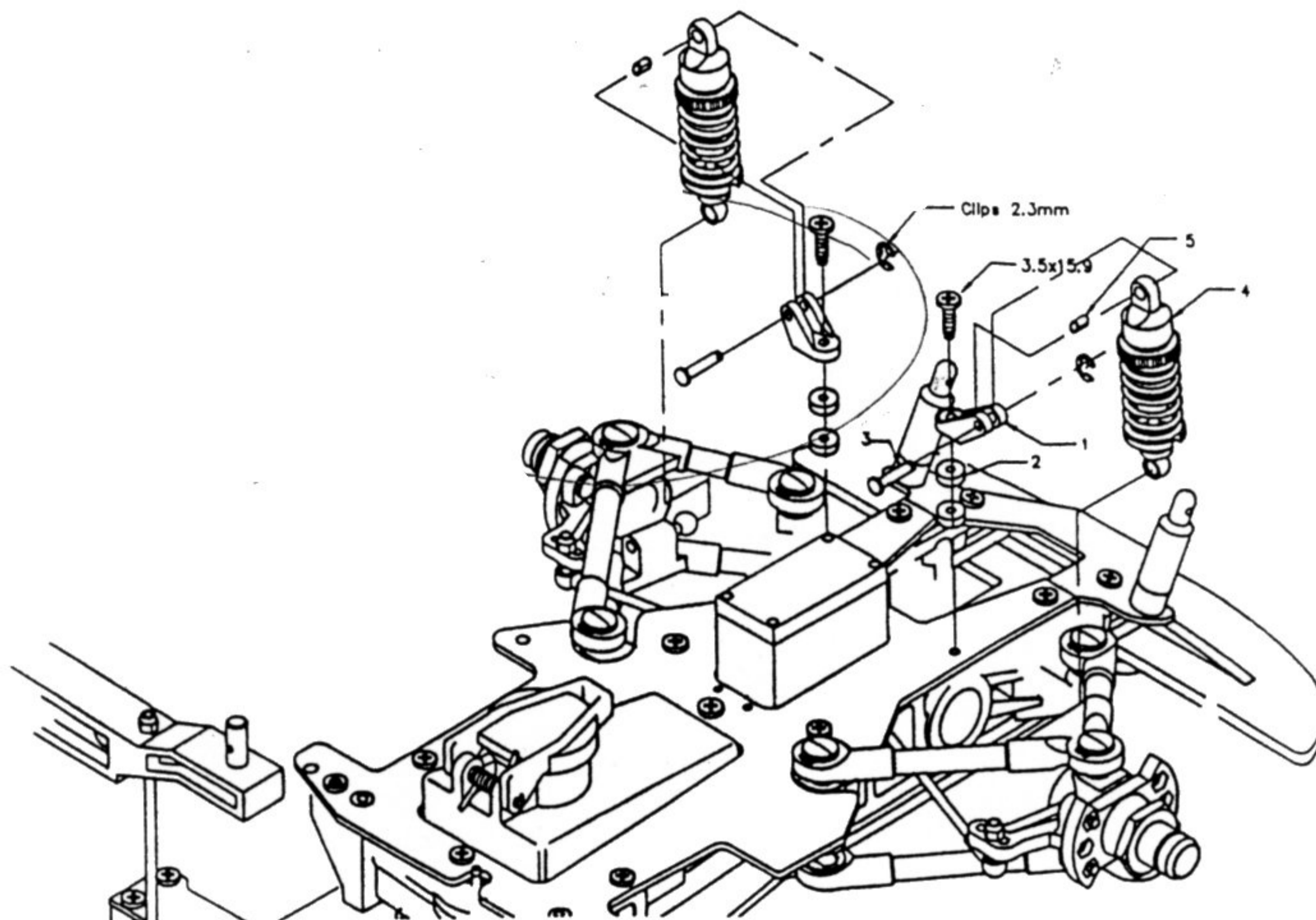


3

3-Mount radioplate on front and middle bearingblocks with parkers 3,5x9,5.

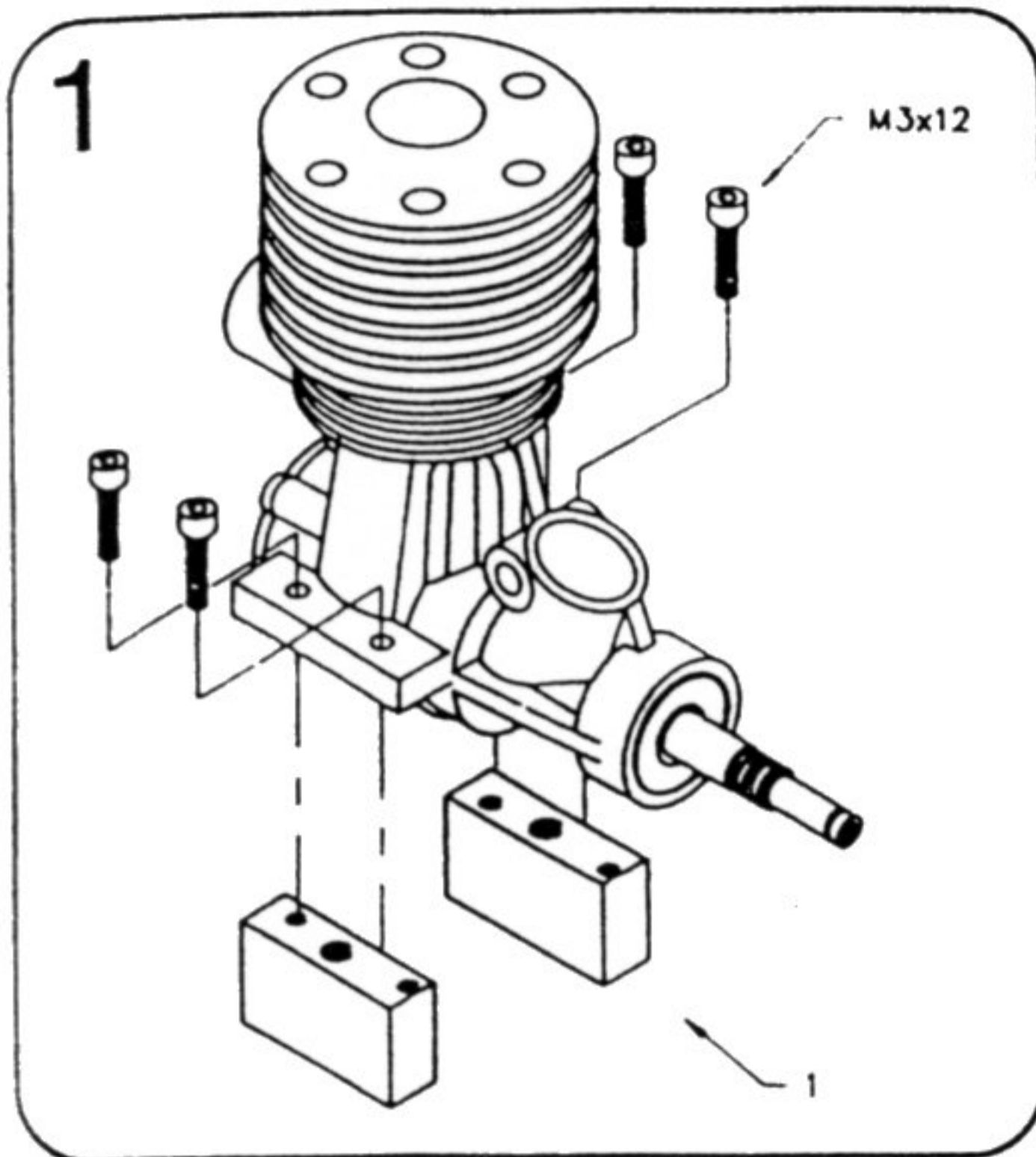
Mount on plastic front plate the bodymount and there high adjusting ring Mount the front plate on bearingblocks with parker screws 3,5 x 9,5.

Snap the steering rods on the servo saver and on the steering arms and mount the servo saver on the servo with the original servoscrew.

4

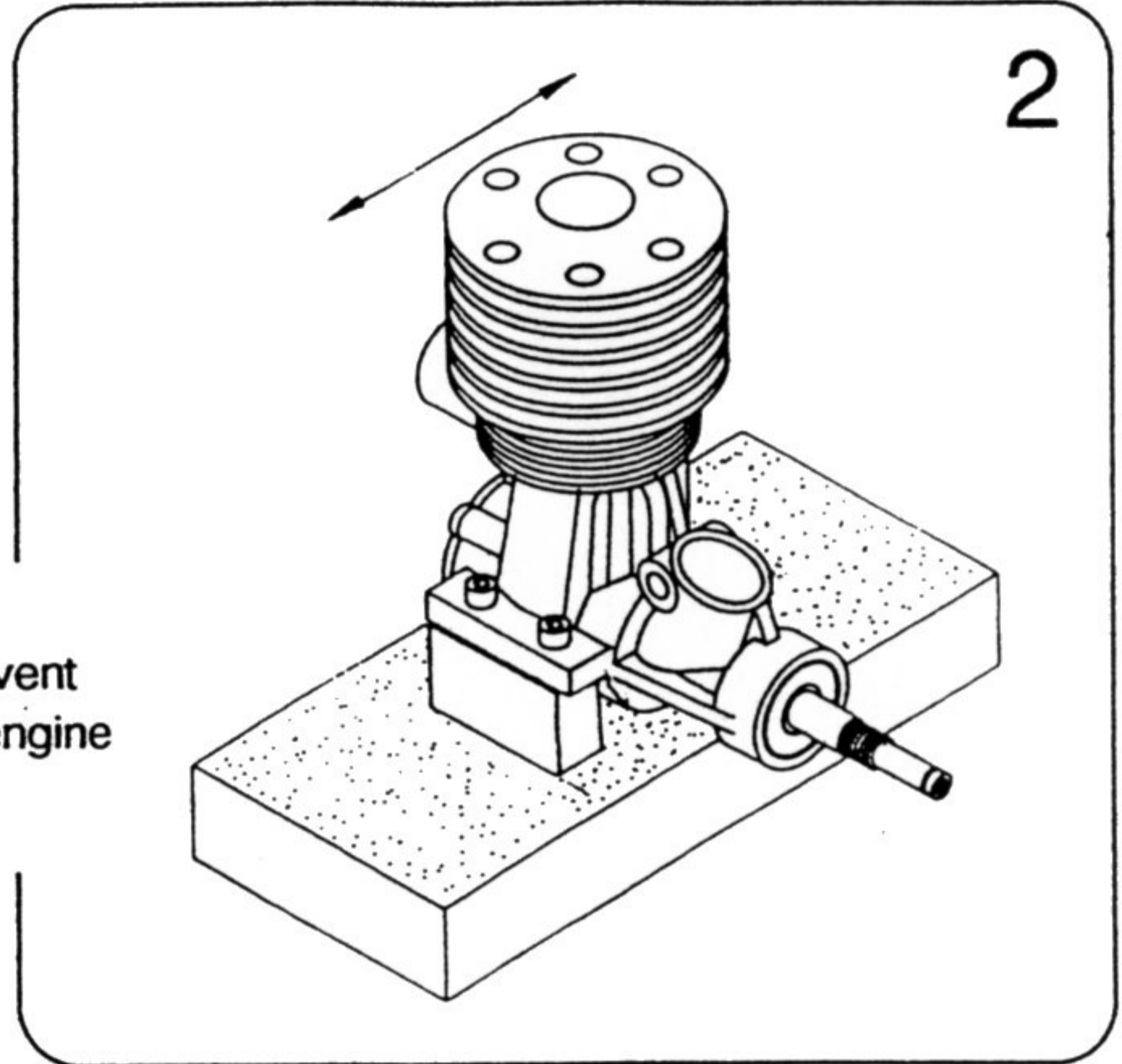
4-Put the 2 up shockabsorber support (1) and high adjusting ring (2) on radio plate with the 2 screw 3,5 x 15,9. Put the ring (5) in the shockabsorber cap. Connect the shockabsorber on the lower wishbone and the cap in the up support. Slide the axle and secure with clips 2,3 mm.

CLUTCH ASSEMBLAGE

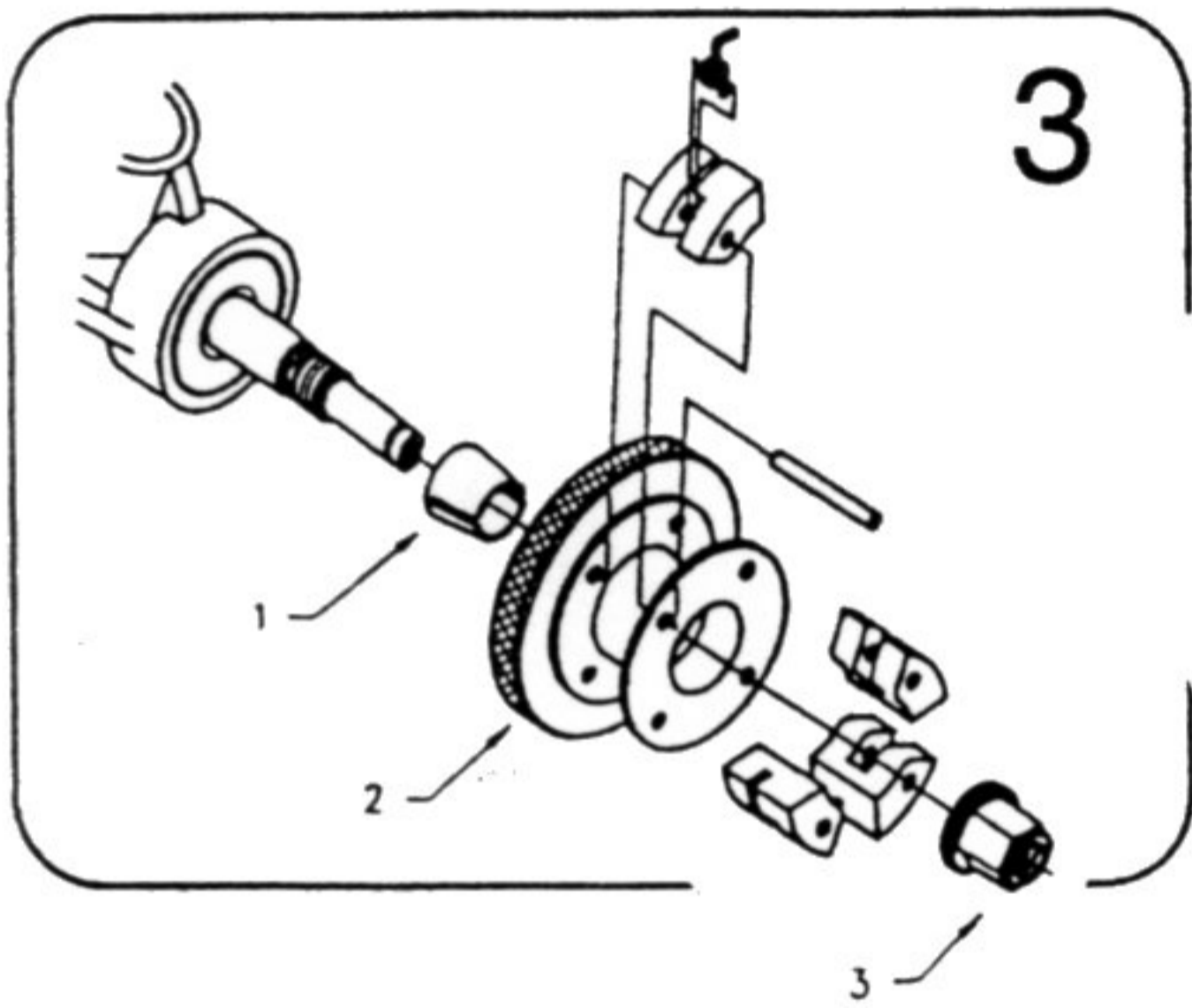


OPEN BAG NR.9

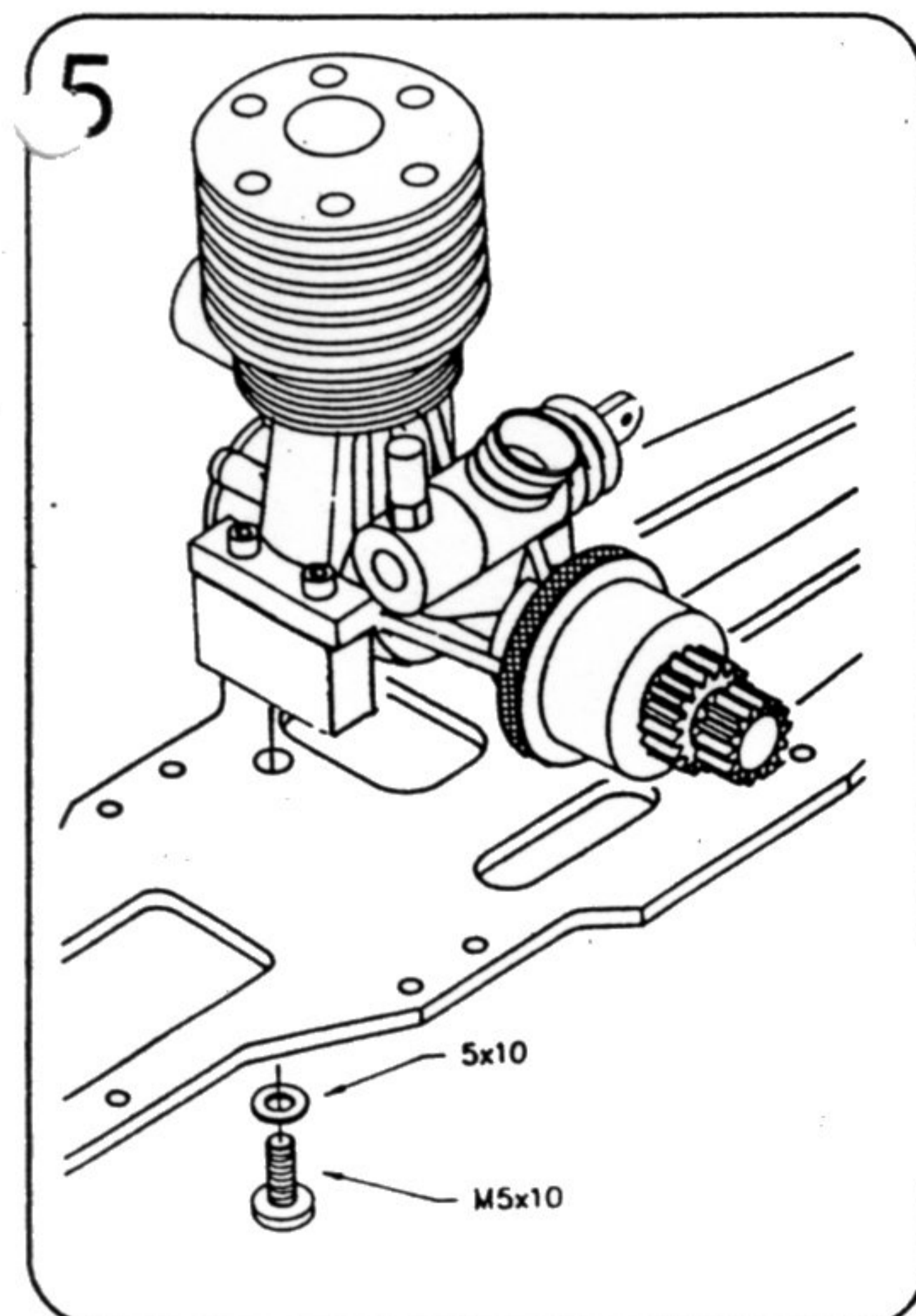
1-Mount engine on enginemounts(1) with hex. socket screw M3x12.



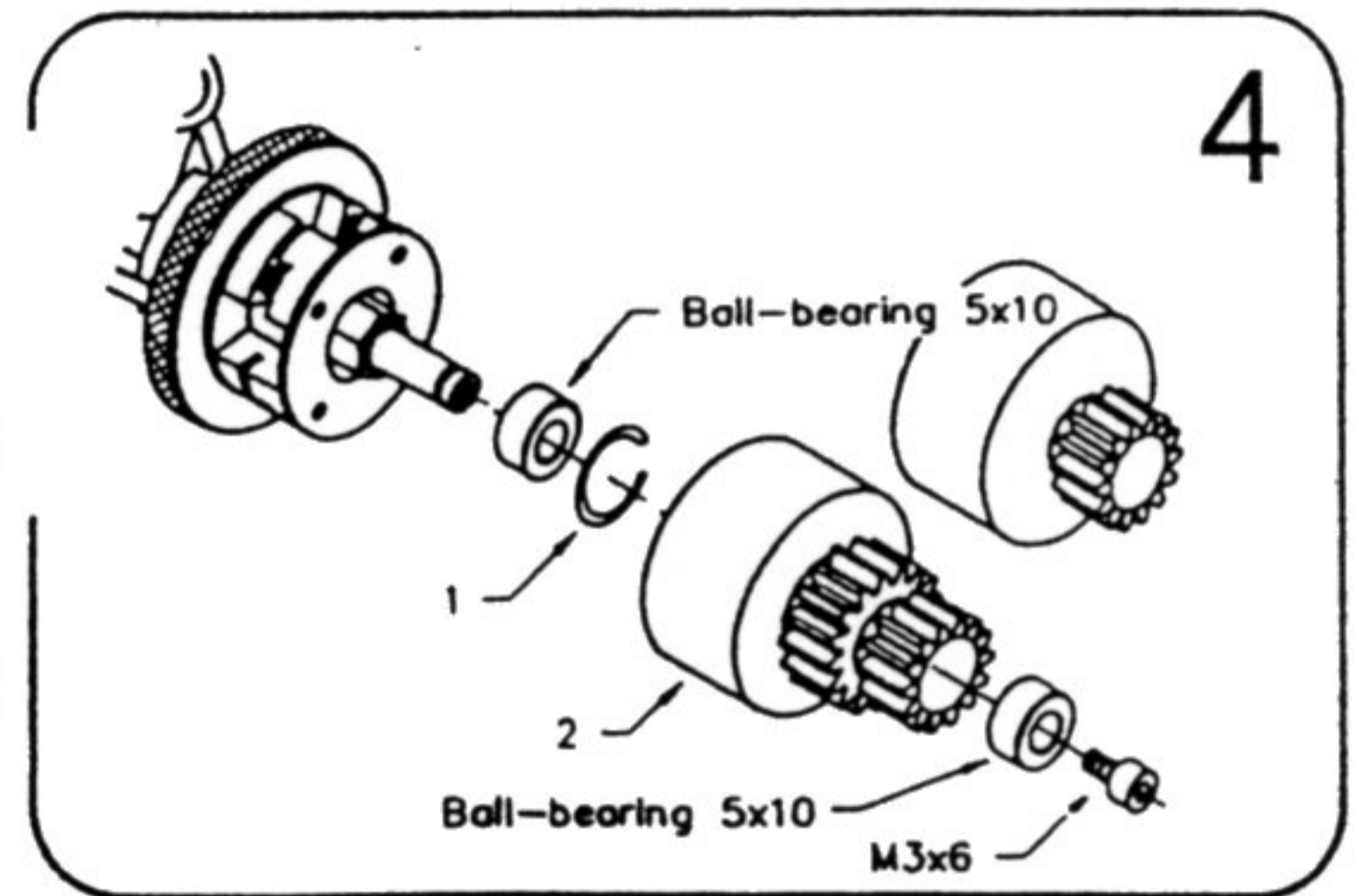
2-Flatten the bottom of the enginemounts to prevent distortion of the crankcase when you mount the engine on the chassis.



3- Mount the shoes with the spring like indicated on draw and push completely each pins inside the flywheel and mount tthis on engine with flywheelnut.



Insert retainer-spring(1) in groove of clutch-house(2). Insert ball-bearings 5x10 in clutch-house. Slide clutch- house over crankshaft and secure with hex.set screw M3x6.



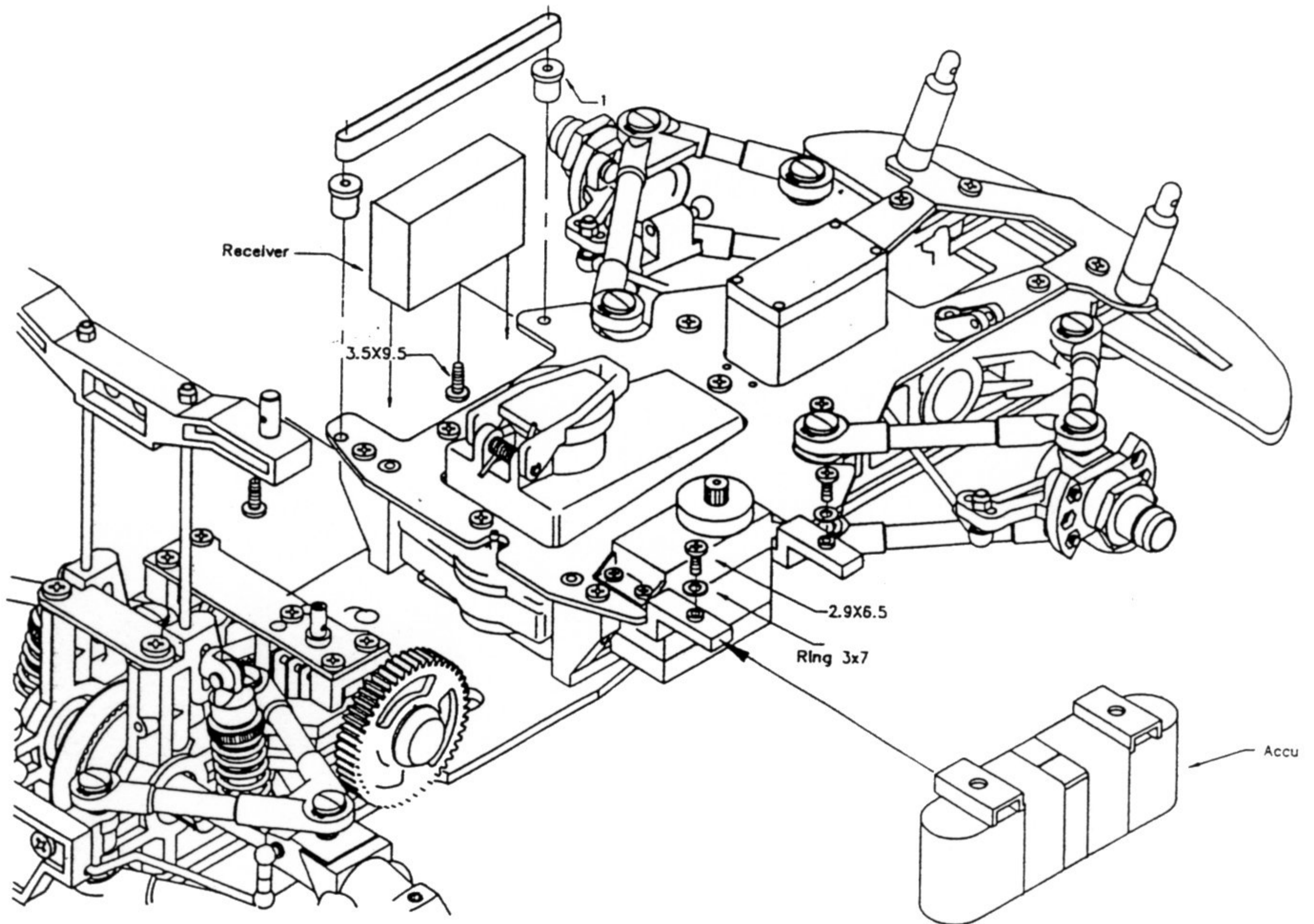
Mount complete engine on chassis with ring 5x10 and hex. screw M5x10.

ARSEC
Micro - Racing

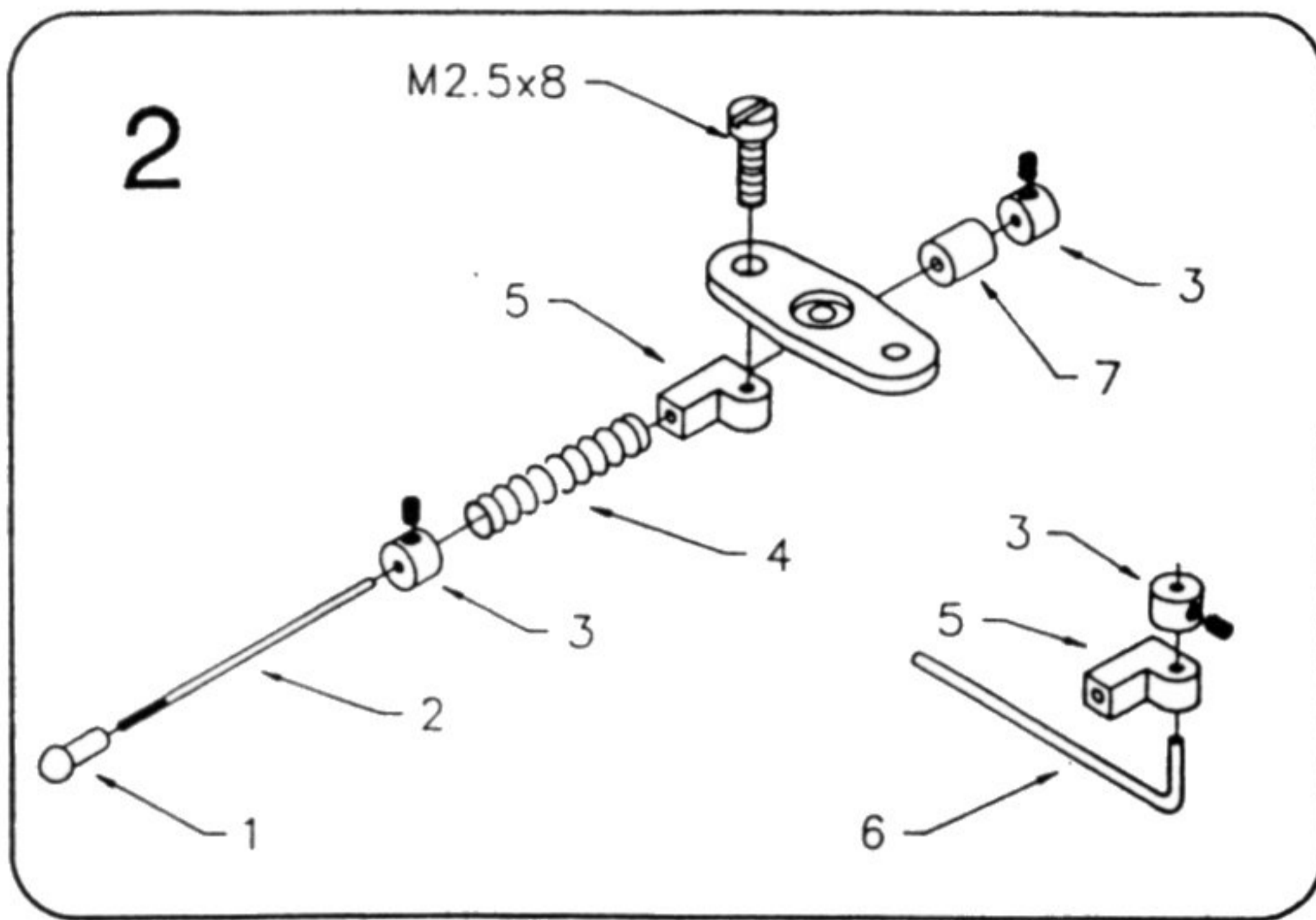
INSTALLATION RECEIVER, BATTERY AND LINKAGE

OPEN BAG NR. 10

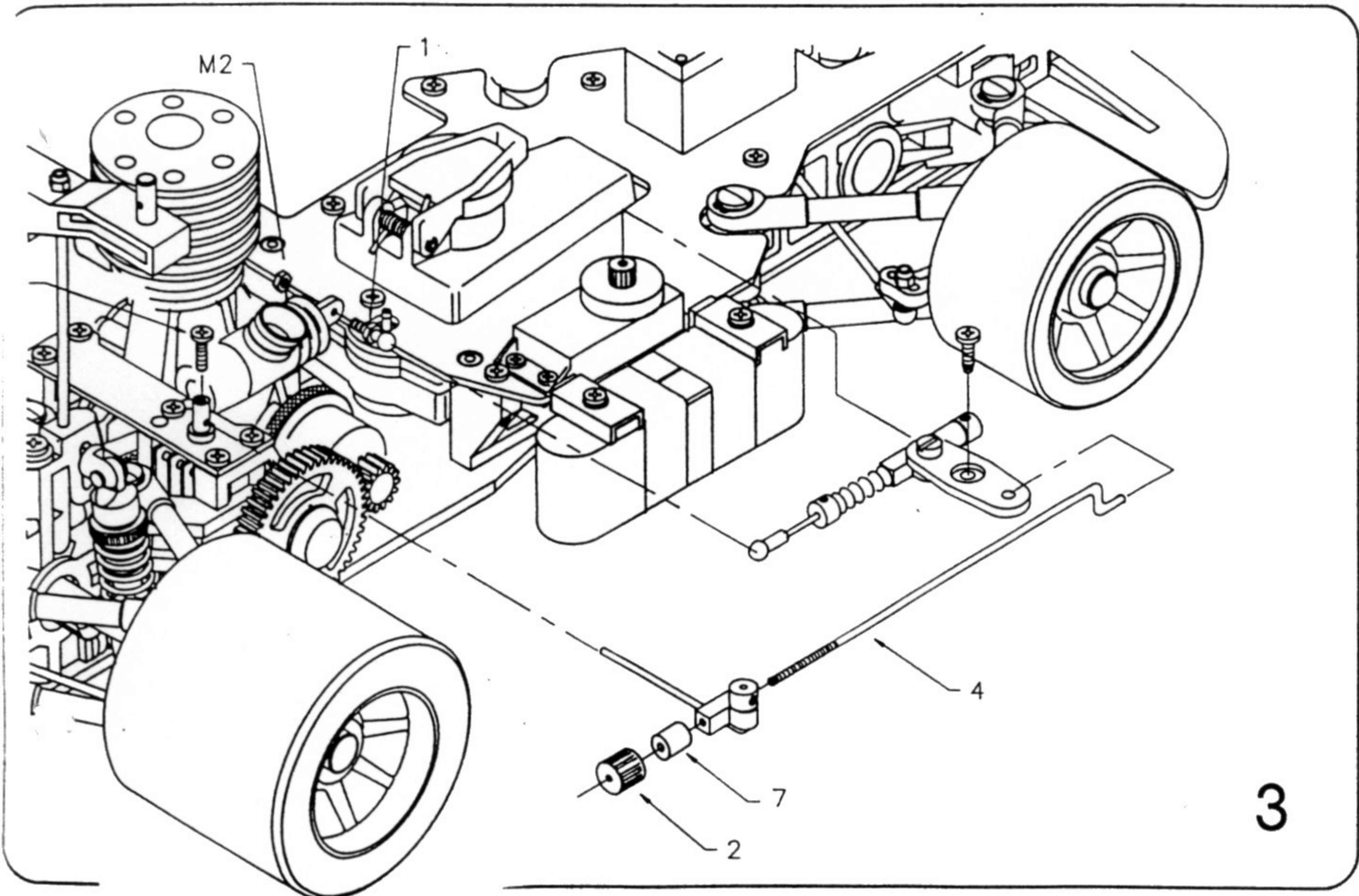
1



1-Align accu-plates on accu-arm and tape accu-plates on accu and mount accu with ring 3x7 and parker 2,9 x 6,5.
Mount the antenna on a corner of receiver with tape and connecting rubber on receiver with tape
Mount the rubber around the support.



Mount throttle-brake lever(5) on servo-disk with screw M2,5x8, take care this turns free. Mount ball-joint(1) (but before drill one hole 1,5 mm) on threaded wire(2). Apply on wire(1) the collar(3), spring(4), throttle-lever(5), silicone tubing(7) and collar(3). Mount throttle-brake lever(5) on brake-arm(6) and secure with collar(3), take care this turns free.

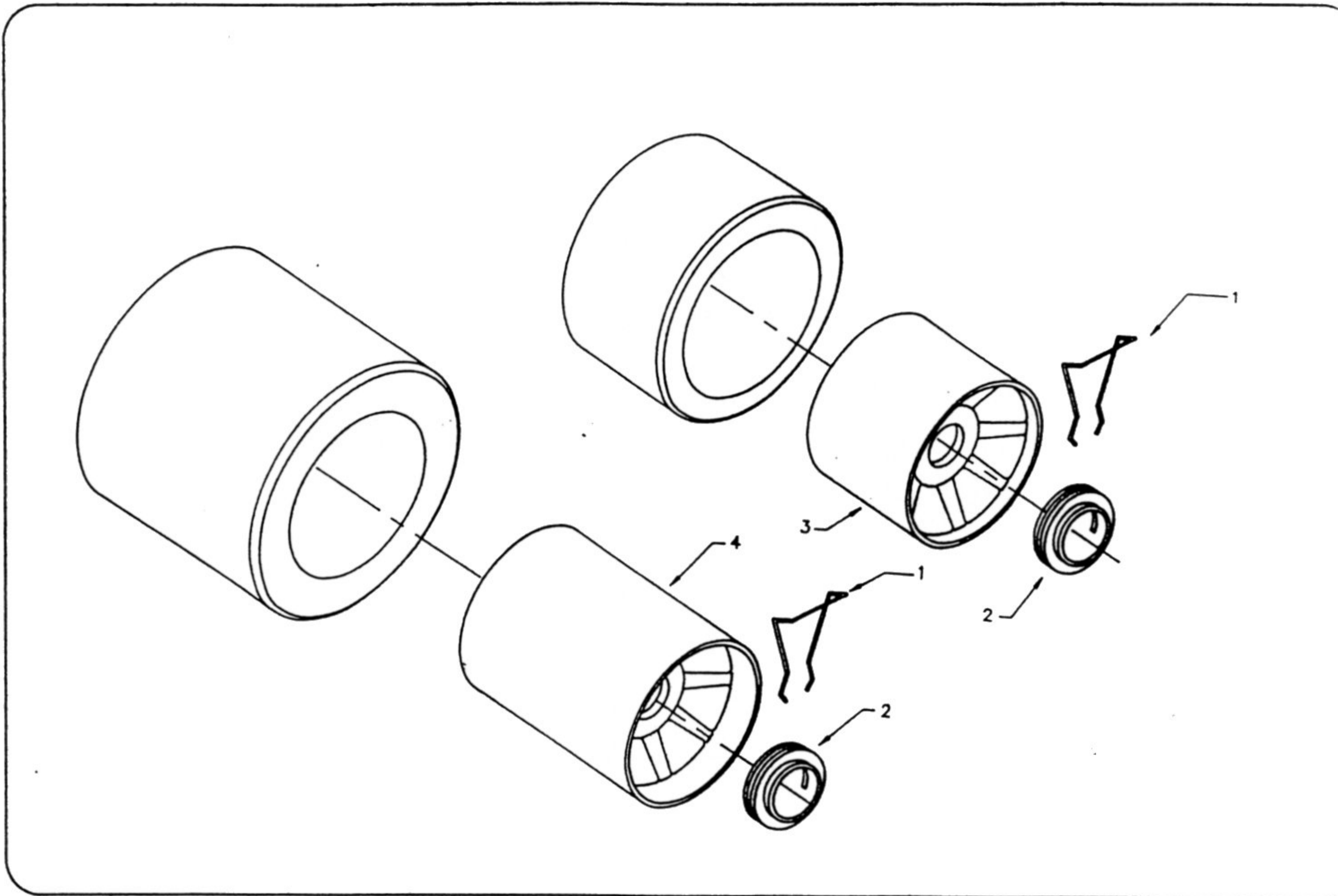


Mount carburetorball(1) on carburetor with nut M2. Mount pre-mounted servo-disk on servo with servo-screw, snap balljoint on carburetor-ball. Adjust the carburetor with the collars so that when the servo is in the neutral position the carburetor is closed, check if the carburetor opens totally when you give full power and check you have enough travel on the spring when you put on full brake. Insert brake-wire(4) in servo-disk, insert brake-wire through pre-mounted brake-lever, insert brake-arm in brake-cam and secure with screw M3x6. Apply on brake-wire the silicone-tubing(7) and screw the brake-adjuster(2) on brake-wire just until the brake starts to work (with the servo in the neutral position).

Mount manifold and pipe on motor, connect tank and pipe with silicone tubing. Fit body on chassis (it might be necessary to adjust the height of the body-posts this depends on the type of body you use), paint the body with a good type of paint. You are now ready to drive the car, but before you drive check if all the functions are working properly.

GOOD LUCK!!

BUILDING INSTRUCTION FOR RIMS ADAPTATOR

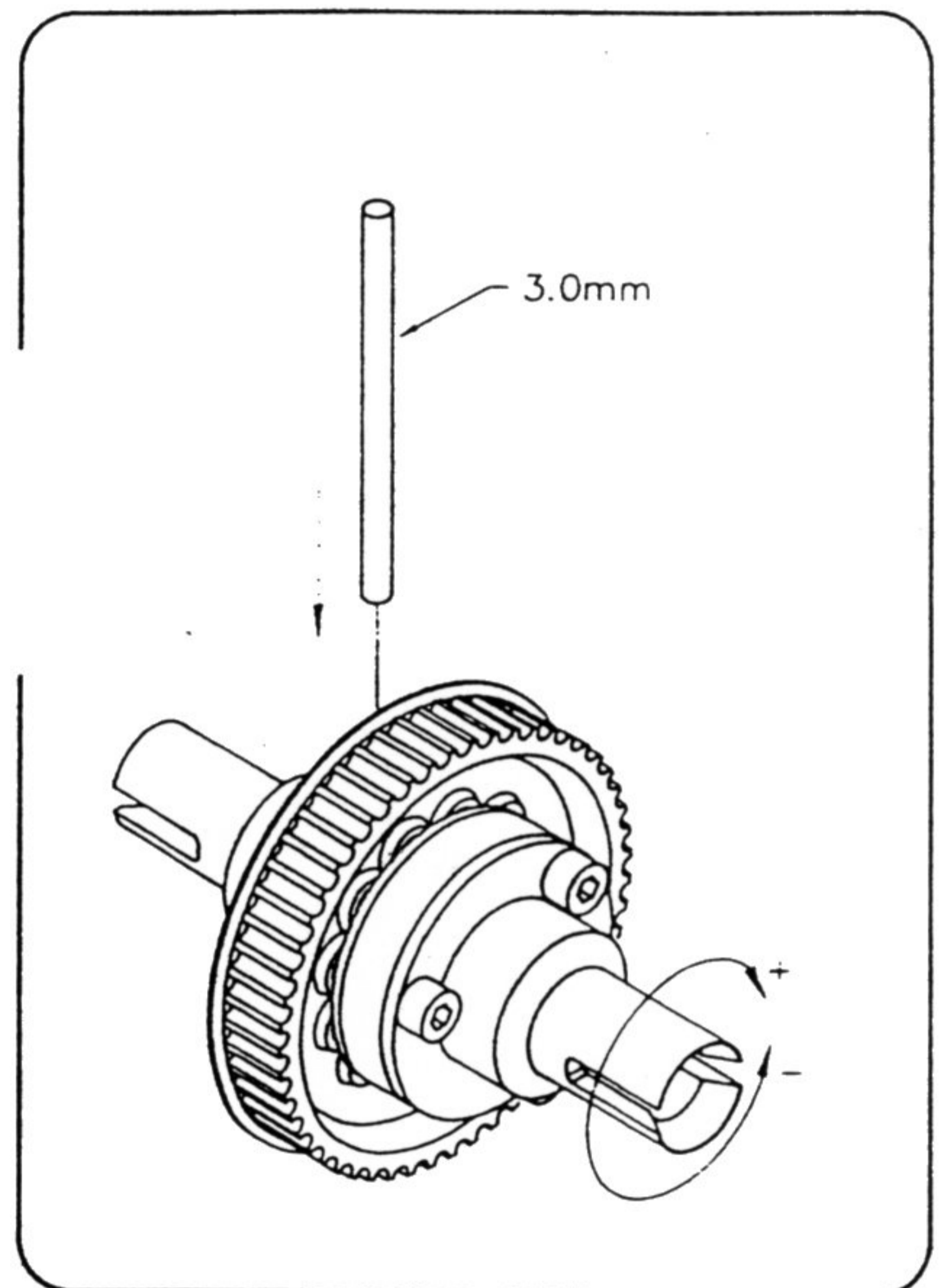
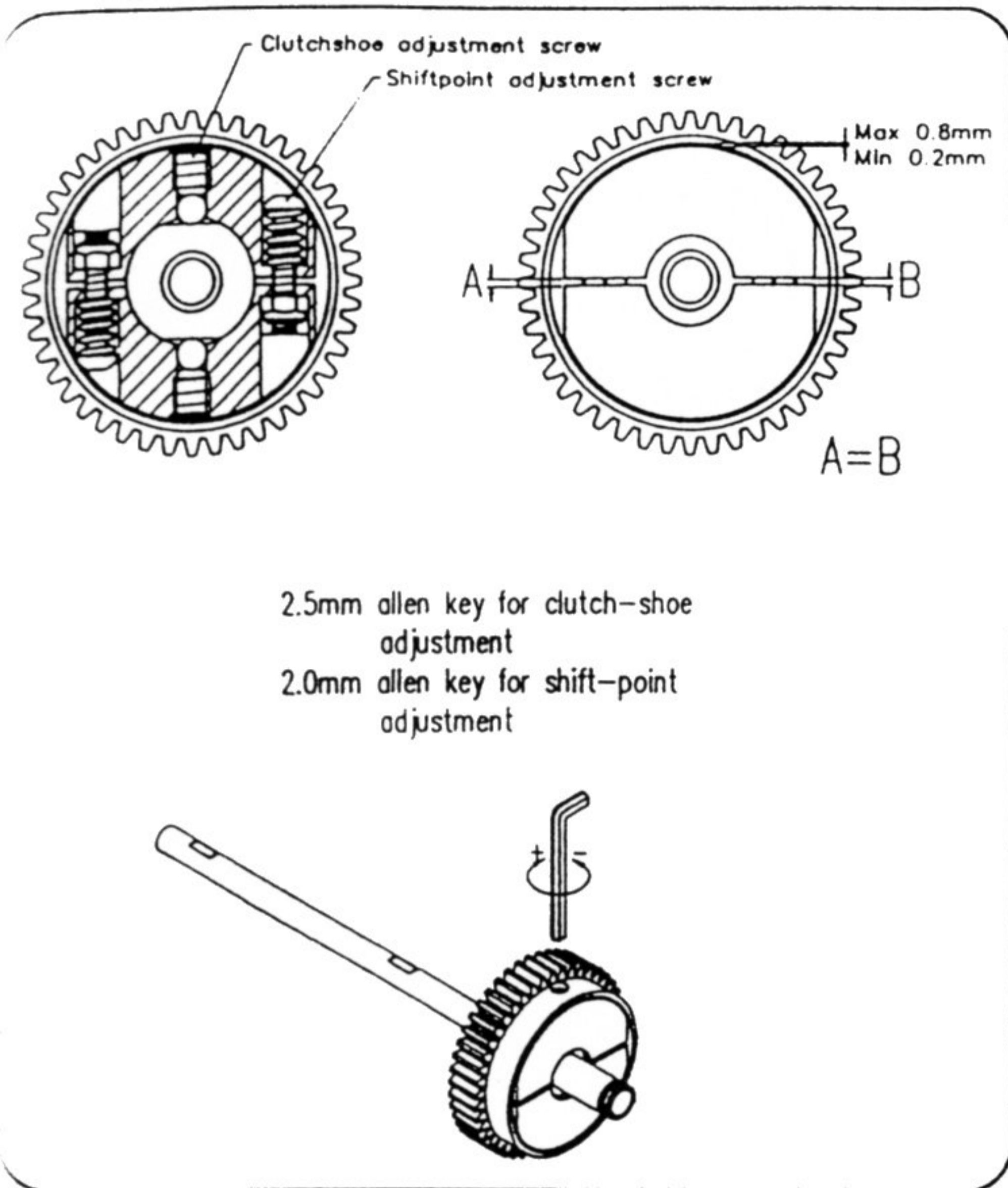


Mount the springlock on plastic center with oil and move sometime. And insert the plastic center in the rims. Put the wheel on the car.



Ajusting the Gearbox

To adjust the Automatic 2-Speed Gearbox you only need to check two type of srews. The two set srews M5x6 (size allen key 2.5mm) is to adjust the distance between the clutchshoe and clutch-house wich should be between 0.8 and 0.2 mm. When the gearbox is not shifting properly check this adjustment. The two hex. socket srews M3x16 (size allen key 2mm) is to adjust the shifting point (when you adjust the srews try to keep the distances A and B equal). When the gearbox shifts too early, turn the srews in (+) 1/4 turn at a time, when it shifts too late, turn the srews out (-).



Adjusting the differential

You can adjust the differential by inserting a 3mm axle in the bolt in the left side of the diferential, after you must turn the right-side of the diferential clockwise(+) for more load and anti-clockwise(-) for less load. Also you can turn the right wheel when the diff is mounted in the car. Never run the differential too loose (slipping), it overheats the diff and melts eventually the diff-pully. You can check this by blocking the rear wheels, give full power for 1 or 2 seconds and see if the diff-pully turns, if so, tighten the diff more. When you run the differential to tight, it will limit the power-distributon to the left and right wheel and causes instability when you give power (the car breaks out with the rear).

PRINCIPAL SETUP PRISMA

When you are ready building this car we will try to explain the you the base reactions and setup of this car.

REAR ANTI-ROLBAR: The anti rolbar delivered in the kit will give you a good averige behavior, when you use a more thicker anti-rolbar this will make the car slide more with the rear.

FRONT SHOCKABSORBERS: When you make the dampening more hard(using thicker oil or a different piston) it will make the car more stable but less steering, when you soften the damping it will give you more steering but more nervous too. When you go to thicker springs it gives more steering untill a certain limit thinner springs give the opposite.

REAR SHOCKABSORBERS: When you harden the damping it will make the rear more sliding(drifting), when you soften the damping it will give more grip but less stability. When you go to harder springs it make the car slide more and when you go to softer springs it will give more grip but also more instability.

<u>RETAIL</u>	<u>DESCRIPTION</u>
1000-10	KIT PRISMA STANDART
1001-10	KIT PRISMA COMPETITION WITH 2 SPEED GEARBOXE
1002-10	KIT SPRINTER STANDART
1003-10	KIT PRISMA STANDART WITHOUT TYRES AND WITHOUT BODY
1000	2-SPEED GEARBOX
1001	CLUTCH-SHOES 2-SPEED GEARBOX (CHANGE SET)
1002	1st SPEED 48T AND STANDART GEAR
1003	1st SPEED 51T
1004	2nd SPEED 44T
1005	2nd SPEED 47T
1006	CLUTCH-HOUSE 2-SPEED GEARBOX
1007	FLANGE 1st SPEED
1008	AXLE 2-SPEED
1011	GEAR AXLE AND FLANGE FOR STANDART PRISMA AND SPRINTER
1020	BALL-DIFFERENTIAL COMPLETE
1020-1	PIGNON DIFFERENTIAL
1021	DIFF-PULLY 52 T
1021-93	DIFF-PIGNON 30 TEETH SPRINTER (FOR CHAIN)
1022	DIFFERENTIAL TUNE-UP SET
1023	DIFF-FLANGE LEFT
1024	DIFF-ADJUSTMENT BOLT+NUT
1025	DIFF-DRIVE SHAFT FOR PIGNON DIFFERENTIAL (2) FOR DRIVE AXLE 55 m
1026	DIFF-FLANGE RIGHT
1027	DIFF-DRIVE SHAFT FOR BALL DIFFERENTIAL (1)
1028	DIFF ADJUSTMENT-BOLT+NUT FOR DRIVE-AXLE 1102-65
1030	RIGID AXLE SET WITH DRIVE AXLE
1040	SHOCKABSORBER REAR LONG FOR SPRINTER (2)
1040-1	SHOCKABSORBER FRONT LONG FOR SPRINTER (2)
1041	SHOCKABSORBER FRONT SHORT FOR PRISMA (2)
1041-1	SHOCKABSORBER REAR SHORT FOR PRISMA (2)
1042	SHOCKABSORBER SUPPORT UP FRONT PRISMA AND SPRINTER
1042-1	SHOCKABSORBER SUPPORT DOWN REAR SPRINTER
1043	SHOCKABSORBER CAP (2)
1044	COMPENSATION MEMBRANE (4)
1045	COILSPRING TENSION ADJUSTER (4)
1045-1	ALUMINIUM COILSPRING TENSION ADJUSTER(4)
1046	COILSPRING FRONT 1,1mm (2) PRISMA
1047	COILSPRING FRONT 1,2mm (2) PRISMA
1048	COILSPRING FRONT 1,3mm (2) SPRINTER
1049	COILSPRING FRONT 1,4mm (2) SPRINTER
1061	PISTON 1,2 and 3 HOLES (6)
1064	SHOCKABSORBER AXLE FRONT SHORT PRISMA
1064-92	SHOCKABSORBER AXLE LONG SPRINTER
1065	SHOCKABSORBER BODY SHORT PRISMA
1065-92	SHOCKABSORBER BODY LONG SPRINTER
1066	O-RING SET (for 2 shockabsorbers)
1067	COILSPRING SUPPORT (4)
1068	CONNECTION POINT REAR (2) PRISMA
1069	CONNECTION POINT FRONT AND REAR FOR PRISMA AND SPRINTER (2)

<u>RETAIL</u>	<u>DESCRIPTION</u>
1075	SHOCKABSORBER-OIL LIGHT TYPE 1 (30MI)
1076	SHOCKABSORBER-OIL MEDIUM TYPE 2 (30MI)
1077	SHOCKABSORBER-OIL HEAVY TYPE 3 (30MI)
1080	CHASSIS 3 mm
1083-91	REAR BEARING BLOCK RIGHT SPRINTER DRIVE CHAIN
1083-10	REAR BEARINGBLOCK RIGHT DRIVE-BELT 1118-91
1084	TIE-ROD INSERT RIGHT
1085-91	REAR BEARING BLOCK LEFT SPRINTER DRIVE CHAIN
1085-10	REAR BEARINGBLOCK LEFT DRIVE-BELT 1118-91
1086	TIE-ROD INSERT LEFT
1089	REAR-PLATE
1090	REAR BODYMOUNT
1090-91	STEEL SUPPORT FOR REAR BODY MOUNT
1091-10	LOWER WISHBONE REAR
1092-10	UPPER WISHBONE REAR
1093	UP-RIGHT
1094	TIE-ROD SHORT (2)
1095-91	TIE-ROD LONG (2)
1096	TIE-ROD SHOCKABSORBER AXLE
1097	SET BALL-CUPS+CLIPS (52)
1098-91	REAR SHOCKABSORBER RIDEHEIGHT
1099-91	NYLON SCREW FOR RIDEHEIGHT
1100	WHEELHUB REAR (2) SPRINTER
1100-1	WHEELHUB REAR QUICK EXCHANGE (2) PRISMA
1101-L	LIGHTWEIGHT WHEELAXLE REAR(2)
1102	DRIVE-AXLE REAR (2)
1102-65	DRIVE-AXLE REAR (2) FOR BALL DIFFERENTIAL
1103	ANTI ROLBAR REAR 2,2mm PRISMA
1103-1	ANTI ROLBAR REAR 2 mm SPRINTER
1106	BALL-JOINT 4mm REAR ANTI ROLBAR (4)
1107	BALL ANTI ROLBAR+ AXLE TIE-RODS (2)
1108	BRAKE BRACKET
1109	BRAKE AXLE BUSHING (2)
1110	BRAKE AXLE
1111	BRAKE PLATES (3)
1112	BRAKE DISCS (2) FERRODO
1113	BRAKE BRACKET PLATE
1114	PULLY 24 TEETH
1114-93	PIGNON 10 TEETH SPRINTER
1115	PULLY BRAKE-ADAPTOR
1118-91	REAR BELT 246
1118-93	CHAIN SPRINTER
1119	FRONT BEARINGBLOCK RIGHT
1120	FRONT BEARINGBLOCK LEFT
1121-10	LOWER WISHBONE FRONT
1122	FRONTWISHBONE BALL 5mm (2)
1123-18	UPPER WISHBONE FRONT 8°CASTOR
1124	STEERINGBLOCK 3° CAMBER
1124-1	STEERINGBLOCK 1° CAMBER
1124-0	STEERINGBLOCK 0° CAMBER

<u>RETAIL</u>	<u>DESCRIPTION</u>
1125	STEERINGARM
1126	STEERINGARM BALL 5mm (2)
1127	BALL-JOINT 5mm (4)
1128	STEERING ROD (2)
1129	S-S STEERING BALL 5mm (2)
1130	SERVO-SAVER
1142-10	FRONT ANTI-ROLBAR PRISMA
1143-10	BUMPER PRISMA
1143-10-1	BUMPER SPRINTER
1144-10	FRONT BODY-POST (2)
1151-93	FRONT PLATE
1152	MIDDLE BRACKET (R)
1153	MIDDLE BRACKET (L)
1154	ROLBAR
1162-10	RADIO PLATE PRISMA AND SPRINTER
1163-10	TANK 75 CC
1163-1	TANKSEAL (2)
1164	ARMS ACCU (2)
1165	HOLDER PLATE ACCU (2)
1166	HOLDER RECEIVER
1167	ANTENNA (3)
1170	BRAKE-THROTTLE LINKAGE SET
1171	BALL 4mm CARB. (5)
1172	BALL-JOINT 4mm (5)
1173	BRAKE ADJUSTER
1179	EXHAUST WIRE
1182-10	ENGINE MOUNTS PARSEC ENGINE 2,1 CC AND 2,5 CC
1184	LOW HEAD BOLT SET M5x10(4)
1184-1	ALLEN KEY FOR LOW HEAD BOLT M5x10
1185	CLUTCH FLYWHEELSET 4 CLUTCH SHOES
1186	FLYWHEEL
1187	CLUTCH-SHOES (4)
1188	CLUTCH-SPRING (4)
1189	CLUTCH-NUT
1191	CLUTCH 13/17
1192-10	CLUTCH 13
1193-10	CLUTCH 14
1194-10	CLUTCH 15
1195	CLUTCH 14/18
1200	WHEELNUT (4) SPRINTER
1205	BODY CLIPS (10)
1209	FRONT WHEEL ADAPTATOR SPRINTER
1210-10	QUICK FRONT WHEEL ADAPTATOR (2) PRISMA
1211	STOP ADAPTATOR 2 SPEED AXLE
1250-10	RIMS FRONT (2) PRISMA AND FRONT AND REAR FOR SPRINTER
1260-10	RIMS REAR (2) PRISMA
9302	QUICK EXCHANGE CENTER (4)

<u>RETAIL</u>	<u>DESCRIPTION</u>
1300	BALL-BEARING 5X10 (2)
1305	BALL-BEARING 6X13 (4)
1310	BALL-BEARING 12X21(2)
1400	PARKER PAN HEAD 2,9X6,5 (10)
1405	PARKER PAN HEAD 3,5X9,5 (10)
1410	PARKER PAN HEAD 4,2X13 (10)
1411	PARKER PAN HEAD 4,2X16 (10)
1413	PARKER COUNTERSUNK 2,2X6,5 (10)
1415	PARKER COUNTERSUNK 3,5X13 (10)
1420	PARKER COUNTERSUNK 4,2X13 (10)
1423	SCREW PAN HEAD M2,5X8 (10)
1425	SCREW PAN HEAD M3X6 (10)
1430	SCREW PAN HEAD M3X8 (10)
1435	SCREW COUNTERSUNK M2,5X8 (10)
1440	SCREW COUNTERSUNK M4X12 (10)
1445	HEX SOCKET SCREW M3X6 (10)
1450	HEX SOCKET SCREW M3X12 (10)
1455	HEX SOCKET SCREW M3X16 (4)
1458	HEX SOCKET SCREW M4X25 (2)
1461	LOW HEAD BOLTS M5x10 (10)
1465	SET SCREW M3X8 (10)
1470	SET SCREW M4X4 (10)
1471	SET SCREW M4X6 (10)
1475	SET SCREW M5X6 (10)
1479	NUT M2 (10)
1480	NUT M3 (10)
1481	NUT NYLOCK M3 (10)
1482	NUT NYLOCK M4 (10)
1490	C-CLIPS 2,3mm (10)
1495	C-CLIPS 4,0mm (10)
1497	C-CLIPS 7,0mm (10)
1500	CLIPS 9,0mm (10)
1510	CLIPS 12 mm (10)
1520	CLIPS 20mm (10)
1530	RING 3,2X7 (10)
1535	RING 4,3X9 (10)
1540	RING 5,3X10 (10)
9005	BODY FORD RS COSWORTH 1/10
9006	BODY FOR SPRINTER
9100	SWEATSHIRT BLACK (L)
9105	SWEATSHIRT BLACK (XL)
9110	SWEATSHIRT WHITE (L)
9115	SWEATSHIRT WHITE (XL)
9120	SWEATSHIRT BLUE (L)
9125	SWEATSHIRT BLUE (XL)
9140	T-SHIRT LIGHT-BLUE (M)
9145	T-SHIRT LIGHT-BLUE (L)
9150	T-SHIRT LIGHT-BLUE (XL)
9155	T-SHIRT LIGHT-BLUE (XXL)
9200	STICKERSHEET A4
9300	STARTER BOX

OPTIONS

9305	SET DOUBLE STEEL DISC AND FERODO PLATE
9304	BALL NUTS WITH DECENTRED SPHERE FOR GEOMETRIC ADJUSTING

FORD ESCORT COSWORTH RS INSTRUCTION

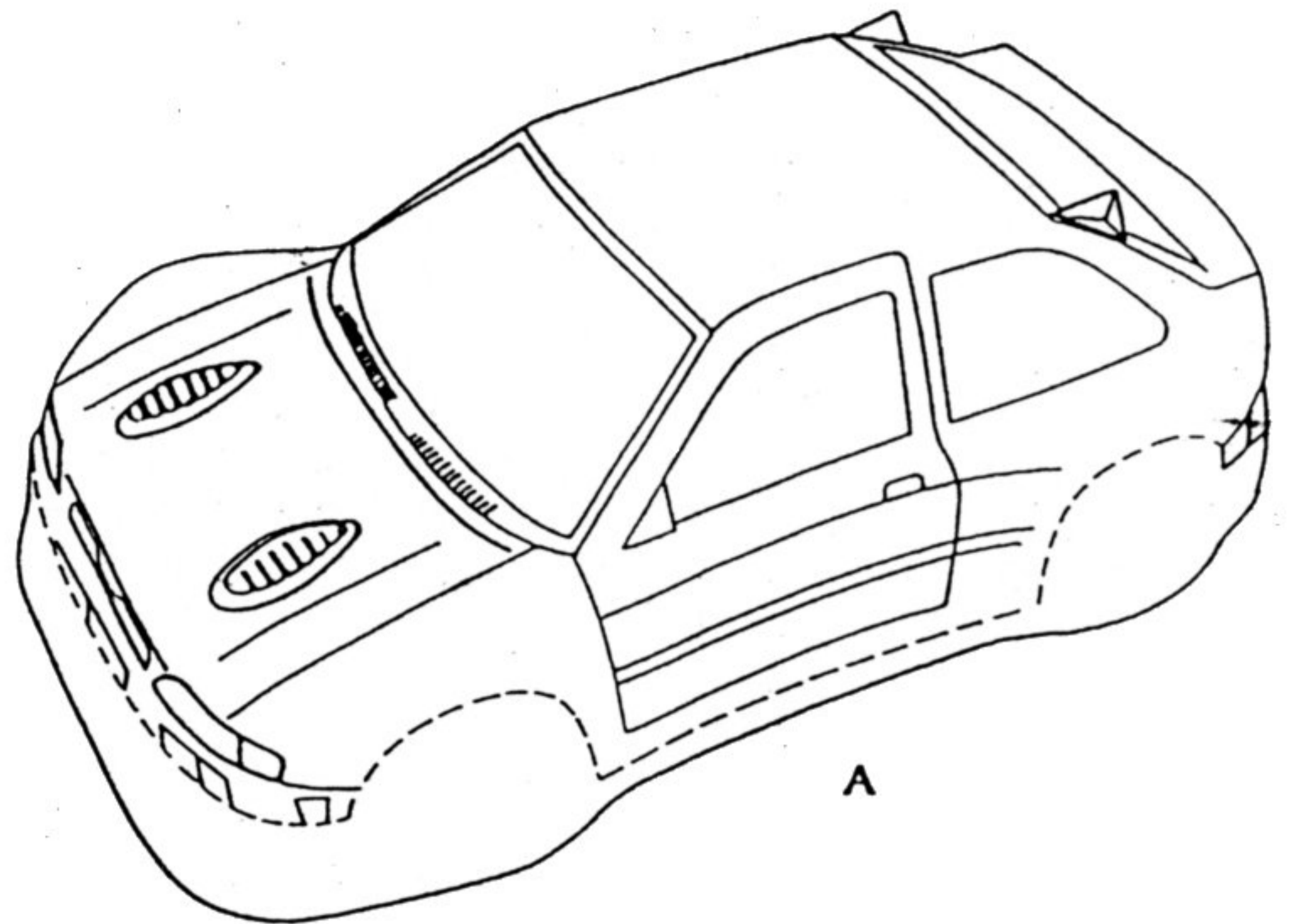
Trim out all lexan parts - front end, rear end, body, wing, and wing post. Be sure to cut out on dotted lines in drawings A-D.

Test-fit all parts before painting. Drill all holes with body pieces held in place to be sure of proper alignment. Drill size for 2-56 screws is .085" or 2.1mm.

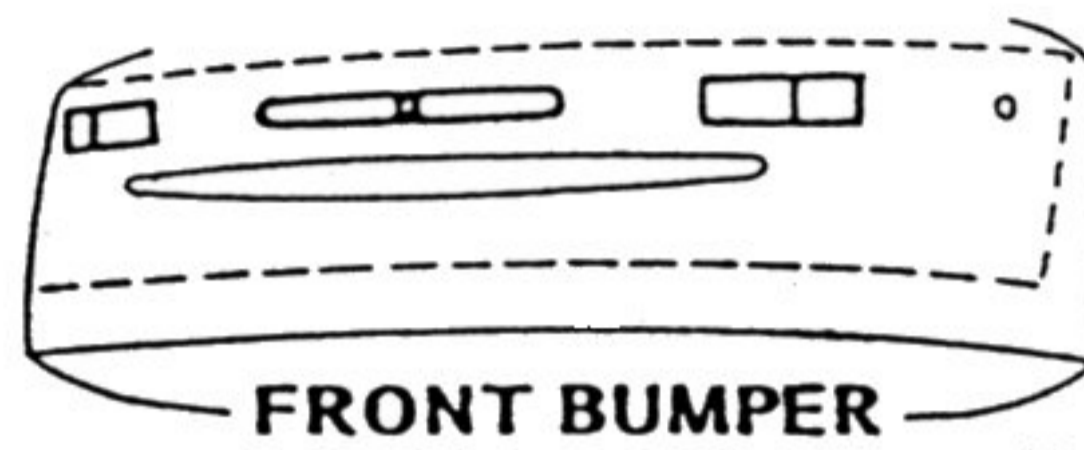
Cut the nylon wing post tubing to 2 1/8" or 54mm. Thread the post using screws supplied before super gluing the lexan wing post to it. Super glue the wing support tube to the lexan wing post. Sand lexan to make it look like one piece.

Time to mask and paint. For helpful tips, see painting instructions supplied.

After painting, remove mask. Simply screw together and enjoy.

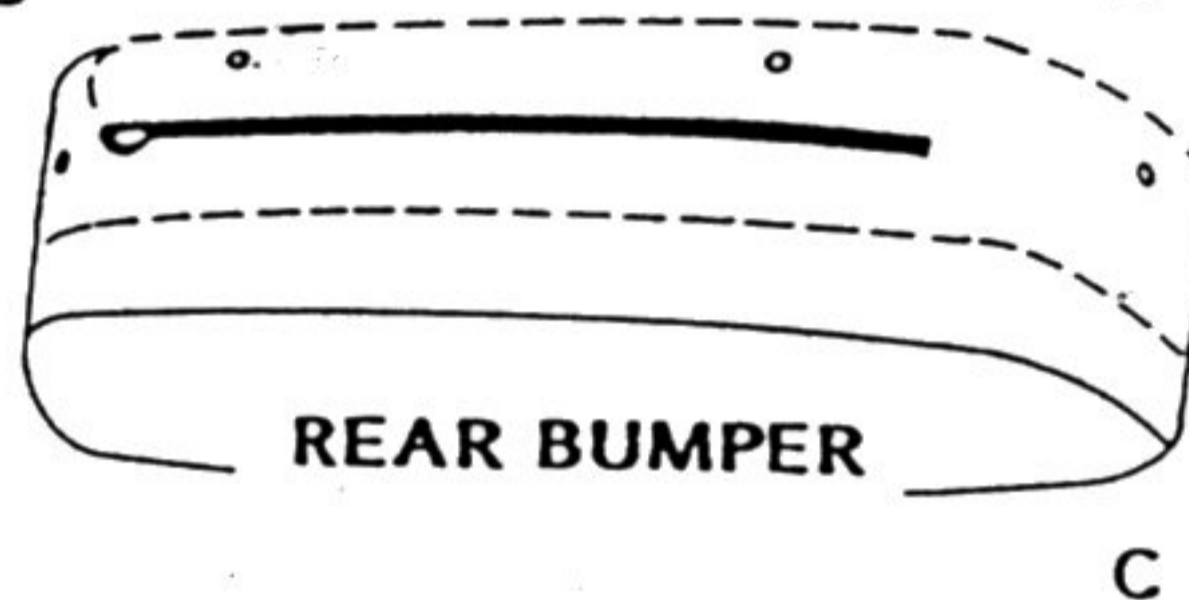


A



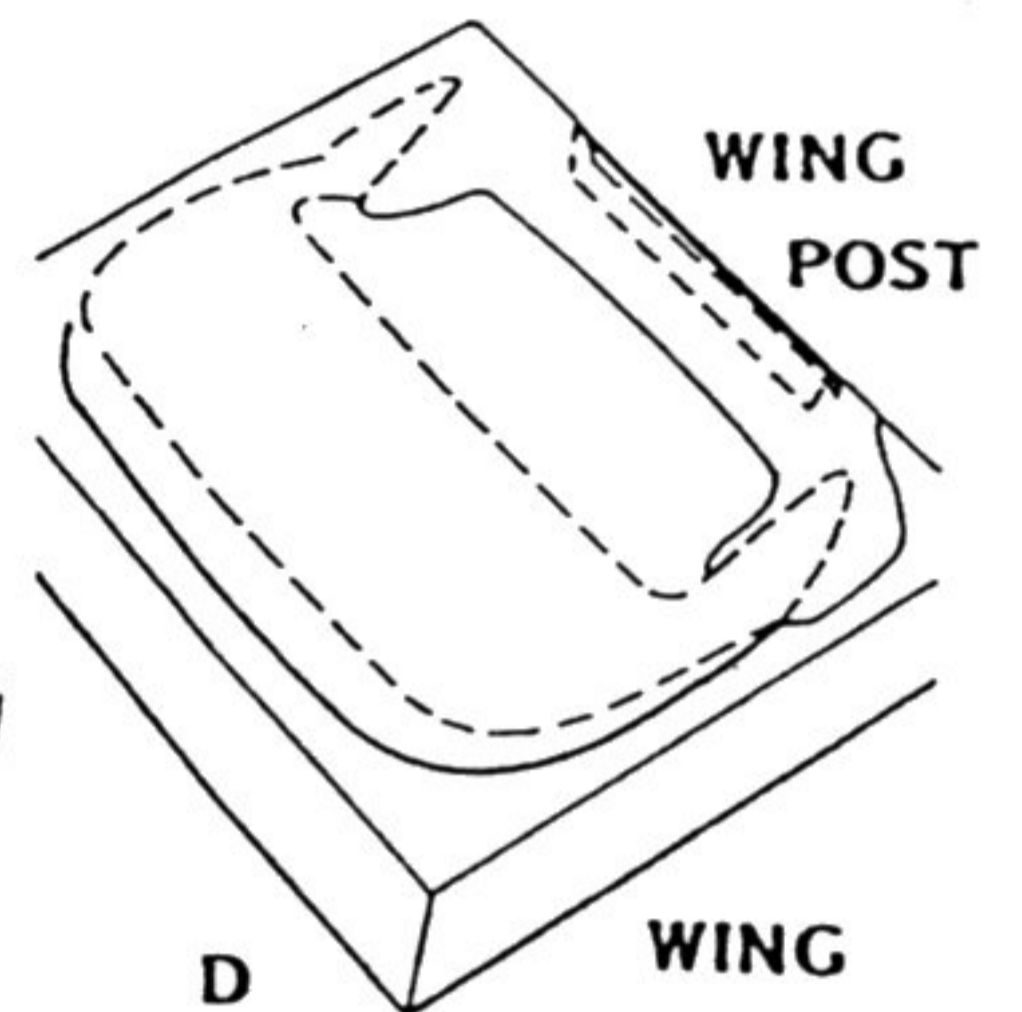
FRONT BUMPER

B



REAR BUMPER

C

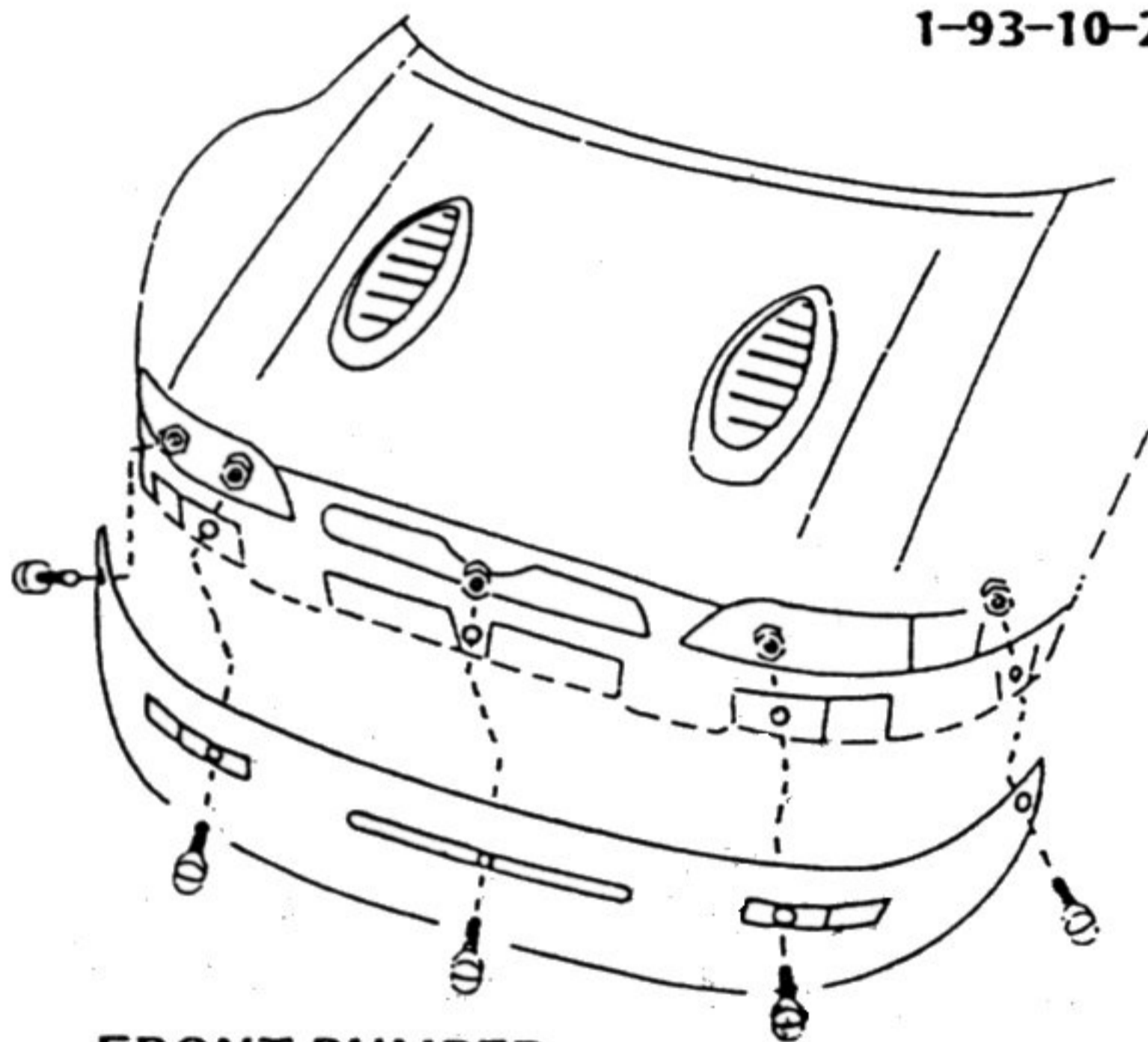


WING
POST

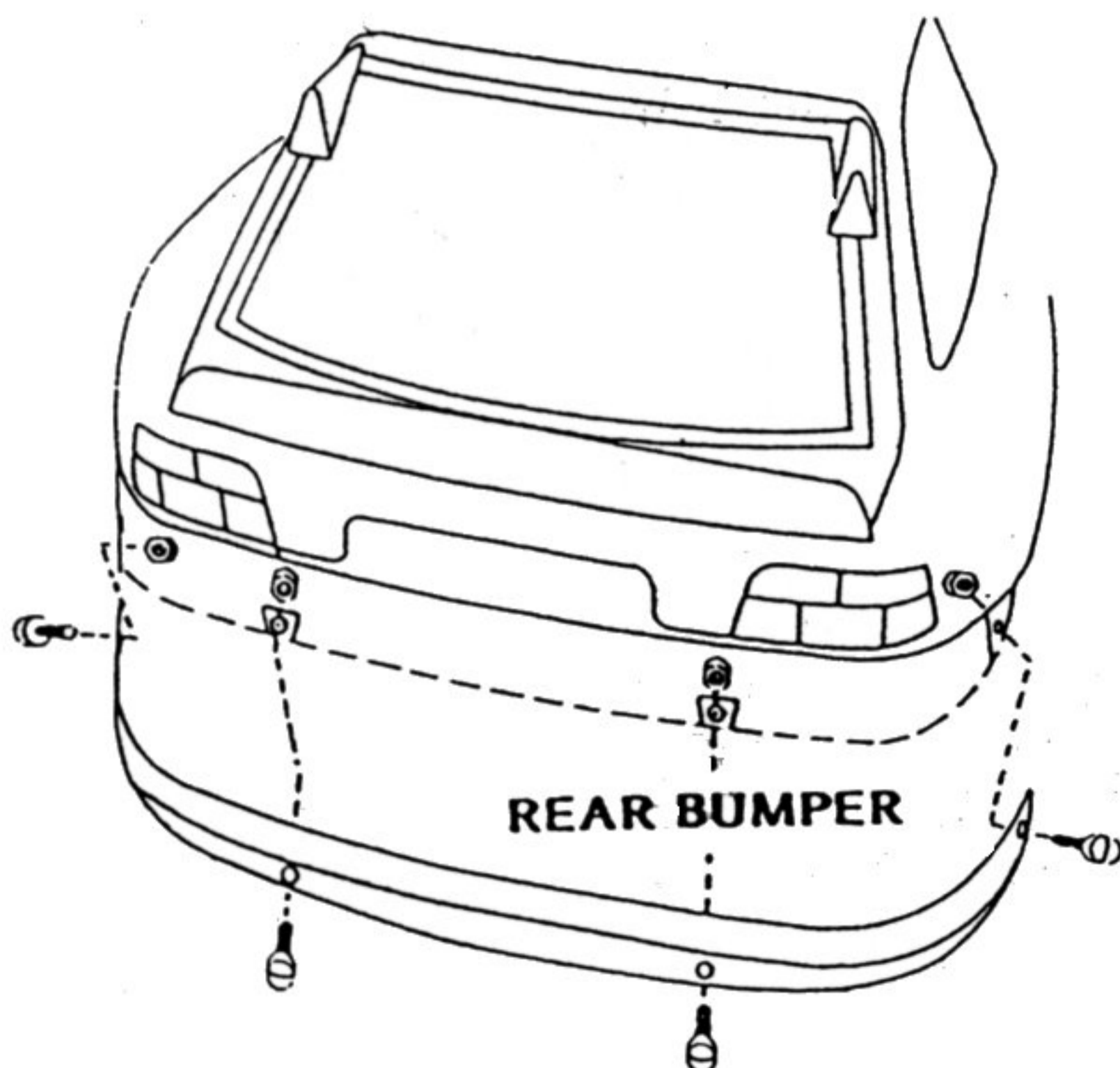
WING

D

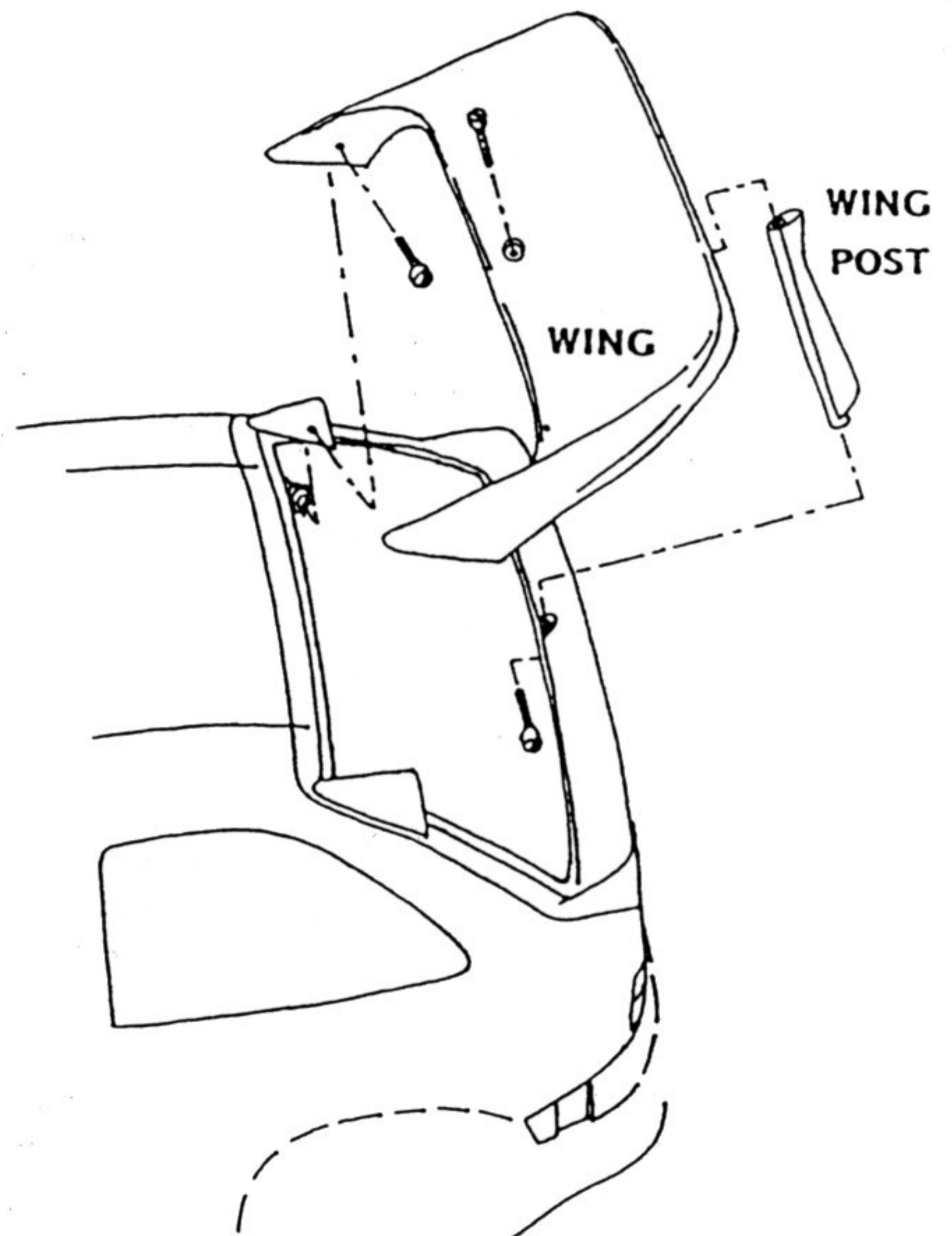
1-93-10-213



FRONT BUMPER



REAR BUMPER



WING
POST

WING